WEEK OF JUNE 9 through JUNE 15, 1966

CYCLE NEWS

15¢

VOLUME III NUMBER 22

Kuchler's Successor Named

MEET THE NEW A.M.A. SEC'Y, BILL BERRY

Bill Berry.

When Lin Kuchler vacates the post of Secretary of the powerful American Motorcycle Association on July first, his successor will be William T. Berry, it was announced this week.

Appointed by the executive boards of both the AMA and the Motorcycle, Scooter & Allied Trades Association, parent group for the AMA, Berry brings to the office a wealth of experience in administration. He was a chief official in the American Motor Association before that group merged into the M,S.&ATA last year, and since that time he has served as Director of Governmental Relations for the M,S&ATA.

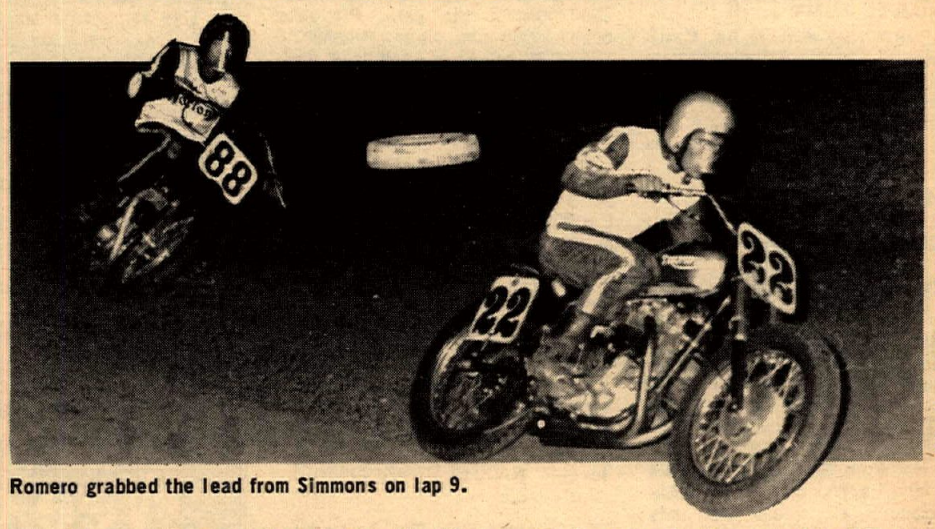
Highlights of Bill's career up to now include several successful legislative victories on behalf of scooter operators during his years with the scooter association and recently he has "developed lines of mutual cooperation and understanding" between the motorcycle association and the American Association of Motor Vehicle Administrators, which should benefit everyone in the motorcycle sport.

Among the new Secretary's plans for the immediate future is the establishment of effective information and public relations departments for both the AMA and the M,S&ATA. If the budget allows, two people will be hired for the jobs.

Last weekend, Berry visited California, stringing lines of communication and understanding between Columbus, Ohio and the West Coast. He conferred with AMA officials, watched the Friday night Ascot races and lined up the support of local publications before jetting East.

Two In A Row For Jumping Gene

ROMERO TAKES ASCOT T.T.



Romero grabbed the lead from Simmons on lap 9.

Photos by Dennis Greene

It was a long bad night for the three point leaders in the monthly TTs at Ascot last Saturday night. One made it to the Main Event, another fell in the heat race on the first turn and missed the final, and the last was eliminated in the semi.

Expert leader Eddie Mulder was leading his heat race but when the flag came out he was running in fourth place. Into the semi went the champ and out of the main event with another fourth place finish. This is the first time in Eddie's bright TT racing career that he has ever watched the point and money race from the Ascot pits.

Amateur point leader Jim Berry, off to a bad start in the heat race, was knocked down in turn two, lap one when another rider fell in front of him. This cancelled out any chances of going to the semi or the final.

Novice leader John Sprague fared somewhat better. He made the final, after losing his first heat race of the season, and then came back to run a distant second to Gene Cannady, who won for the second straight time.

The Expert final was a chase for eventual winner Gene Romero and hopes for a win by early leader Jack Simmons. Romero, the hottest rider going in District 37, caught and passed the veteran jumper at the end lap 8. Gene then put ample distance between himself and Simmons to become the first Expert this year to win twice.

Hard charging Dick Hammer came

(Continued on page 7)

FREMONT ACTION

With two similar events going on at the same time within a 100-mile radius, Fremont Raceways still packed in 218 riders and 844 spectators last Sunday as the local Fames M.C. hosted sportsman scramblers at the bowl-shaped track just off the Nimitz Freeway.

"Holy horsepower," Boy Wonder might have remarked, to see the way these Central California hotshoes flew around the tight, slithery course in pursuit of their well-deserved glory.

Mike Lienden started things rolling for a Honda parade in the tiny-bike classes with his 60cc Novice main event win. And Louis Voss was not to be denied as he fought fiercely to the lead in the 90cc class.

With the 200cc bikes on the line, excitement began building to a crescendo

(Continued on page 3)

IRON MEN OF IRVINE

By Maureen Lee

They ran another A.C.A. Moto-cross at Irvine Sunday, and in spite of the powder-dirt that filled the air and the roughness of the location, all the familiar faces (and some new ones, too) were on hand to give the demanding course another go. This time the layout had been changed quite drastically and a water-truck was on hand, helping conditions somewhat.

Amongst Irvine's "Iron Men" were Walt Axthelm, George Walker and Lon Peterson. These three were competing on two different size machines; they all rode 5-lap motos and the men riding the 250cc class had to ride a fourth lap for extra points since there were so many 250cc riders. A man had to make a point in the first three heats to compete in the fourth. Walt Axthelm rode in the 250cc class (that was

(Continued on page 6)

Rare bike — a Sprite.

Rough Going For Desert Hounds

PROSPECTORS HARE SCRAMBLES

By Larry Haley

The Prospectors are noted for their rough, tough and downright hard runs. Rocks, sandwashes, boulders and whoop-de-doo terrain is the order of the day. But one thing, the club members are very informative about their courses at the riders' meeting. They go to a lot of trouble to explain where and when competitors will encounter dangerous places, and of course it's up to the riders to take it from there. That is what greeted 300 riders Sunday morning on the edge of El Mirage Dry Lake at 9:00 a.m.

From the starting line to the smoke bomb, it was wild, flat fourth gear terrain and the first one to reach it was Bob King on a Triumph, followed by Larry Bergquist and Bob McLaughlin. The trail then jumped into a rocky, narrow, uphill sandwash, causing a traffic jam which put the L.A. freeways to shame. Standing on a high bank looking down on the scene, all you could see was a sea of helmets trying to get through a passage wide enough for one rider, that had three machines stalled in it already. Once this obstacle was overcome, the same condition was encountered about 50 yards farther up the sandwash, and by some miracle, the wash was cleared.

Over the saddle of the mountain and across the flats to the Hi-Vista road and a big loop out over the desert through some pretty tough country along a fire road that tended to encourage some sliding on the turns, but it proved to be rough, even for the Experts, as it had some real bad places in it.

Check #2 was at a boundry marker and from there to the next road it was on the pegs all the way and no place to rest for about five miles. Up the next road it was fast and furious. Here the

(Continued on page 6)

Antelope Ramblers Benefit

Over $500 to Ron

Members of the Antelope Ramblers M.C. wish to thank everyone who participated in the recent Benefit Run for one of their members, Ron Nelson, and would like to make known the following:

Total cash given to the injured Ron, after expenses, was $519.16. Donations included income from the Prado Park main gate, concessions and signup fees, as well as $100 from Prado Park owner Chuck Islen, $10 from Bob Mc Laughlin (running in the desert and not present), and $15 from Cycle News reporter Maureen Lee. This amounted to $905.04 in all.

Expenses included insurance and ambulance fees, stamps, track expenditures, posters and trophies (obtained from an ex-Dirt Digger, Jack Roamer of H & J Woodcraft, who was kind enough to grant a special price since the run was a benefit). Total expenditure was $385.88, bringing the amount received by Ron to a healthy and most appreciated $519.16.

The Antelope Ramblers are certainly to be commended for helping one of their own in such a concrete manner. Nelson's recovery time will undoubtedly be less worrisome, due to the thoughtfulness and hard work of his fellow club members.

POSTMASTER — If unable to deliver return to:
CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805

CALENDAR OF EVENTS

MONDAY, JUNE 6th

TV SHOW-Channel 13 at 8:00 p.m. Color rerun of 1965 Antelope Valley Hare Scrambles.

SAT. & SUN., JUNE 11-12

ROAD RUN - 11th Annual High Sierra Run by Ace of Clubs M.C. Call (213) 964–2450 for information

SUNDAY, JUNE 12th.

ROAD RACING – AFM No. Calif. chapter at Cotati. All classes including production race. Prize money for top three, free entry if traveling 200 miles or more. On Hwy. 101 40 miles north of San Francisco.

TT SCRAMBLES–Sinners M.C. at Bay Mare. Limed from Camarillo turnoff and Ventura Fwy. Entry fee $1.25, gate donation $1.00. Small bores start 9:00 a.m., big bore at 12:00 noon.

15-MILE NATIONAL - Half-mile AMA dirt track National Championship event. Heidelberg, Pa.

HARE AND HOUND - Vegas Valley M.C., limed from front of the Showboat Hotel on Boulder Hwy. Start 8:30 am., entry fee $3.00 AMA-sanctioned, all riders welcome.

SCRAMBLES - Hi Boots M.C. at Dehesa. From Hwy 101 take Hwy. 80 east through El Cajon. Off Fwy. on 2nd St., south to Jamacha St. Follow Singing Hills signs past country club to Dehesa Rd., then into Harbison Canyon. Lime starts at Dehesa.

SCRAMBLES–Gripsters at Prado Park. Small bikes 8:30 a.m., big bikes at Noon. Leathers and folding pegs required. Donation $1.25 at gate, entry fee $1.00, AMA-sanctioned. Riverside Fwy to Hwy. 71, turn off 71 on Euclid toward Ontario, go approx. 1.8 miles to Pine. Turn right 1.1 miles to Chino-Corona Road, turn right at market and continue south to track.

HARE AND HOUND – Greyhounds M.C., 100 miles, two loops. Limed from start 16 miles north of Adelanto, start at 10:00 a.m. Dist. 37 points, sidehacks and trail bikes welcome.

SCRAMBLES–Delta Falcons M.C. at Lodi Cycle Bowl. AMA sportsman sanction. All classes, Class C traction. Signup and practice 9:00–11:00 a.m., races start 12:30 p.m. Trophies. Admission $1.00 to ride or watch.

FRIDAY, JUNE 17th.

SCRAMBLES – Lodi M.C. at Lodi Cycle Bowl, Dist. 36 AMA sportsman sanction. Signup and practice 6:00–7:00 p.m., 6 or more make a class. Class C traction, high point trophies all classes. Every Friday night through Aug. 26. Call 368-7182 for further info.

SATURDAY, JUNE 18th

AMA SHORT TRACK - Barstow Raceway, Barstow. Novice & Amateur only, $300/40% purse. Quarter mile, 250cc machines. Pit gate open 6:00-7:30 p.m., first race 8:00 p.m.

SUNDAY, JUNE 19th.

ROAD RACE–AMA Class C event at Carlsbad Raceway, Carlsbad. $600/40% of the gate. Pit gate opens 10:00 a.m., closes PROMPTLY at Noon. First race 1:30 p.m. Classes: Novice event, Am./Exp. Lightweight, Big Bike. AMA competition license required.

SCRAMBLES–San Francisco M.C. at Uvas Dam, Morgan Hill (No. Calif.). All classes, beautiful trophies. Watch or ride $1.00, AMA sportsman sanction. Practice 9:00 a.m., first race at Noon. Follow arrows to Hall Ranch on Uvas Rd., in Morgan Hill, near Uvas Dam.

DRAG RACING – Lions Drag Strip. Go for dough, $250.00 prize money to class winners. Not E.T., bike against bike. Gates open 9:00 a.m., strip is located at 223rd Street, south of Alameda.

TT SCRAMBLES – Orange County M.C. at Prado Park. Dist. 37 point run, Class C tires, leathers, folding pegs. Lightweight entries close 8:00 a.m., big bike entries close 11:30 a.m. Exp. & Am. lightweights start at Noon, all Novices 3:00 p.m. Limed from Hwy. 71 and Riverside Fwy.

POKER RUN/FIELD MEET-Comp. Committee, Las Vegas, Nev. Bean feed, held at Potosi Flats. Trophies Entry fee for all events $3.00. Contact Reg Sheldrick, 2620 Amarillo St., Los Vegas, for further info on this and other Nevada events.

SAT. & SUN. JUNE 25-26th

ROAD RUN - Slowpokes M.C. 14th Annual Turtle Run. Call (213) 444–7289 for info.

SUNDAY, JUNE 26th.

SCRAMBLES – Combined AMA-ACA event at Perris.

HARE SCRAMBLES - Calif.-Nev. Championship, four 25-mile laps. Limed from front of the Showboat Hotel on Boulder Hwy. Starting time 8:30 am. AMA-sanctioned, mail entries $3.00, post entries $4.00. Mail entries to Vegas Valley M.C., Box 2462, Las Vegas, Nev.

SATURDAY, JULY 2

FLATTRACK – Dunes Speedway, Hauser, Oregon, 7 miles north of Coos Bay. First race 8:00 p.m., $300 purse. NRA-sanctioned. $5.00 tow money over 80 miles. Write Coos Bay Racing Team, 1125 S. Broadway, Coos Bay, Ore. for further info.

SUNDAY, JULY 3

SCRAMBLES – Dunes Speedway, Hauser, Oregon, 7 miles north of Coos Bay. First race 1:00 p.m., $300 purse. NRA-sanctioned.

SCRAMBLES – Oilers M.C. at Imperial Beach, just south of San Diego. New track limed from Imp. Beach/Coronado turnoff. Palm Ave. to 17th St., left to track. Practice 9:00 a.m., first race at Noon. Refreshments.

SAT. & SUN., JULY 2–3

ROAD RACE, FIELD MEET & GRAND PRIX MOTO-CROSS – A.C.A. 2nd Annual "Spirit of 76" event at Willow Springs. Moto-cross will be run Sat. on both asphalt and dirt. Midnight economy run for stock street machines on course. Field meet at track, road race Sun.

SAT. & SUN., JULY 9–10

ROAD RUN–Third Annual Big Bear Run by Toppers M.C. Call (714) 889-8063 for further info.

Weekly

EVERY THURSDAY NIGHT

ACA SHORT TRACK-South Gate Speedway. Pit gates open at 6:00 p.m., close 7:00 p.m. First Event at 8:00 p.m. Professional Class A rules, 50cc, 100cc and 250cc classes. Take Firestone cutoff east of Long Beach Freeway to Garvey, south on Garvey one block to Southern, west on Southern to track.

EVERY FRIDAY NIGHT

HALF-MILE FLAT TRACK-Ascot Park, 183rd and Vermont in Gardena. Time Trials 7:00 p.m. First race 8:15 p.m.

CLASS A SHORT TRACK–Vallejo Speedway, Vallejo. AMA-sanctioned. Time trials at 7:00 p.m., first race 8:30. Just across new bridge from San Francisco, 59 miles west of Sacramento.

DRAG RACING – Carlsbad Raceway, opens 5:00 p.m., eliminations at 8:00 p.m. Handicap system, large Top Bike trophy. Pac. Cst. Hwy. 101 to Palomar Airport Road turnoff, then east past airport to Raceway.

WANT TO TELL THE WORLD ABOUT IT? Use the Want ads.

Application to mail at second class postage rates is pending at Long Beach, Calif.

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK- Orange county Speedway. Pit gate open at 6:00 p.m. First event at 8:00 p.m. 50, 100 & 250cc Classes. Track is located off the San Diego Fwy south of Tustin, across from El Toro Air Station.

SATURDAYS

DRAG RACE– Irwindale Raceway. 1:00 p.m. on Saturdays. Trophies, plus cash bonuses for street, fuel and gas classes. Take San Bernardino Fwy. east to Orange, North on Orange which becomes Irwindale Ave., to Raceway.

FRESNO DRAGWAY – Drag racing every first and third Saturday. Next meet June 18th. Gates open at 12:00 Noon.

EVERY SATURDAY NIGHT

SPORTSMAN SHORT TRACK – Valley M.C. at Cycle Land Speedway, 14 miles south of Chico on Hwy. 99-E and Gage Shippee Rd. Pit gate closess 8:00 p.m. Races start 8:30 p.m. Contact Dick Mc Afee, 6633 Penty Rd., Paradise, Calif. for more info.

SATURDAYS & SUNDAYS

DRAG RACING–Lions Drag Strip, 1:00 p.m. on Saturdays. 9:00 a.m. on Sundays. Trophies and E.T. brackets. Strip is located at 223rd Street, south of Alameda.

Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

CYCLE NEWS
(the Voice of California)

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VOICE of CALIFORNIA

Las Vegas Holiday

During the preceding Memorial holiday I was fortunate to spend four days in Las Vegas. Aside from the obvious pleasures that city has to offer I was lucky enough to participate in the opening of the Silver City Scramblers' new track at the base of Sunrise Mt. near Las Vegas.

I wish to publicly congratulate these fellows on their fine new track. The events were run off in a very professional manner. The track was kept well graded and watered. Sanitary facilities were provided and the track is a spectator's dream come true.

It was one of the most "fun" motorcycle weekends that I have spent in many years. I highly recommend the trip for any of our local riders. I am sure they will find it very rewarding.

For many years I have heard the fable that most desert riders do not go on TT tracks. Some of our local 250 shoes should try on Max Switzer on his 250 Bultaco.

JIM PETERSON
Dirt Diggers EAST
Rowland Heights

Op. M/C Helps

(EDITOR'S NOTE: The following letter was received by Ken and Lois Jones from one of the many motorcycle riders who have been helped by Operation Motorcycle.)

Dear Ken and Lois,

Please accept the most heartfelt thanks of one motorcycle rider, for your work with Operation Motorcycle Blood Bank.

Believe me, you may certainly be proud of the fine work that you do for the fraternity of motorcyclists. It is, of course, unfortunate when a rider needs your specialized help, but it certainly is, in my case, most appreciated.

For what it is worth, you may be sure that when I get a full release from the hospital I'll be donating my blood for this fine reason.

Again, please accept my thanks and gratitude, even though I am unable to put it into beautiful words.

CHARLES BYCROFT
Orange

OPEN LETTER:
To: Officers and Representatives of District 37

The Dirtdiggers Motorcycle Club wish to announce that, effective this date, our future events will be held under both AMA and ACA sanction. We have joined the American Cycle Association as well as retained our AMA membership.

With this new affiliation, we are protecting our normal Hopetown Grand Prix race entries, and we will be enabled to provide events for both professional and sporting riders throughout the year.

Henceforth, any motorcycle enthusiast, regardless of affiliation or classification, will be both welcome and allowed to participate at our events, which we feel is as it should be.

Our first race date is June 26, 1966, at Perris, California, and will be a joint AMA-ACA sanctioned point event. Professional riders are welcome in the ACA category, however, due to short notice, no monetary purse is planned for this particular race.

We wish to emphasize our complete harmony and agreement with any and all District 37 decisions made at a local level, and assure you of our continued support in any and all matters, as they may affect local motorcycling competition.

Respectfully,
DIRTDIGGERS MOTORCYCLE CLUB
Public Relations Officer
Don M. Kemp

It COULD Have Been Different

We are writing you regarding the report in Cycle News of the "road races" held by the L.A. Chapter of A.F.M. at Whiteman Air Park in Pacoima.

In the 50cc–100cc race, a combined event, the first finisher OVERALL was Don Anselm on a Power Research Yamaha 100. Second OVERALL was Barry Herrmann on a Power Research Yamaha 80. Haruo Koshino, on the factory Suzuki 50 DID win the Class I 50cc class but was third OVERALL and did not exactly "lead the way home" to everybody in the race as was indicated by your correspondent's report.

Secondly: Herrimann, who moved up to the 125cc class with his 80cc machine, came in THIRD OVERALL in the combined 125cc–175cc race. He beat ALL 175cc machines, and was only beaten by Koshino on his factory machine and McLaughlin on his DOHC Honda, yet apparently does not even deserve being listed on your results page.

Also, while Steve Pederson should get well-deserved credit for pushing his 175cc across for a win, readers may be interested in knowing that had the other 175s not been lapped by Koshino they could have gone the extra lap too and the results would have been somewhat different.

As for the desert sidehack stealing the show from the "more sophisticated models"–certainly Reg Pridmore and Ernie Caesar put on the show in the sidecar class! They gave an excellent demonstration of the PROPER way a sidecar outfit should be operated. I am sure that the flagman who had to leap for his safety from the path of an off-the-track desert rig agrees.

Let's hope that at future road races more accurate and interesting reports will be forthcoming.

Thank you.

POWER RESEARCH RACING TEAM
Goleta

EDITOR: Will you guys still write to us when we're perfect?

AFM Results

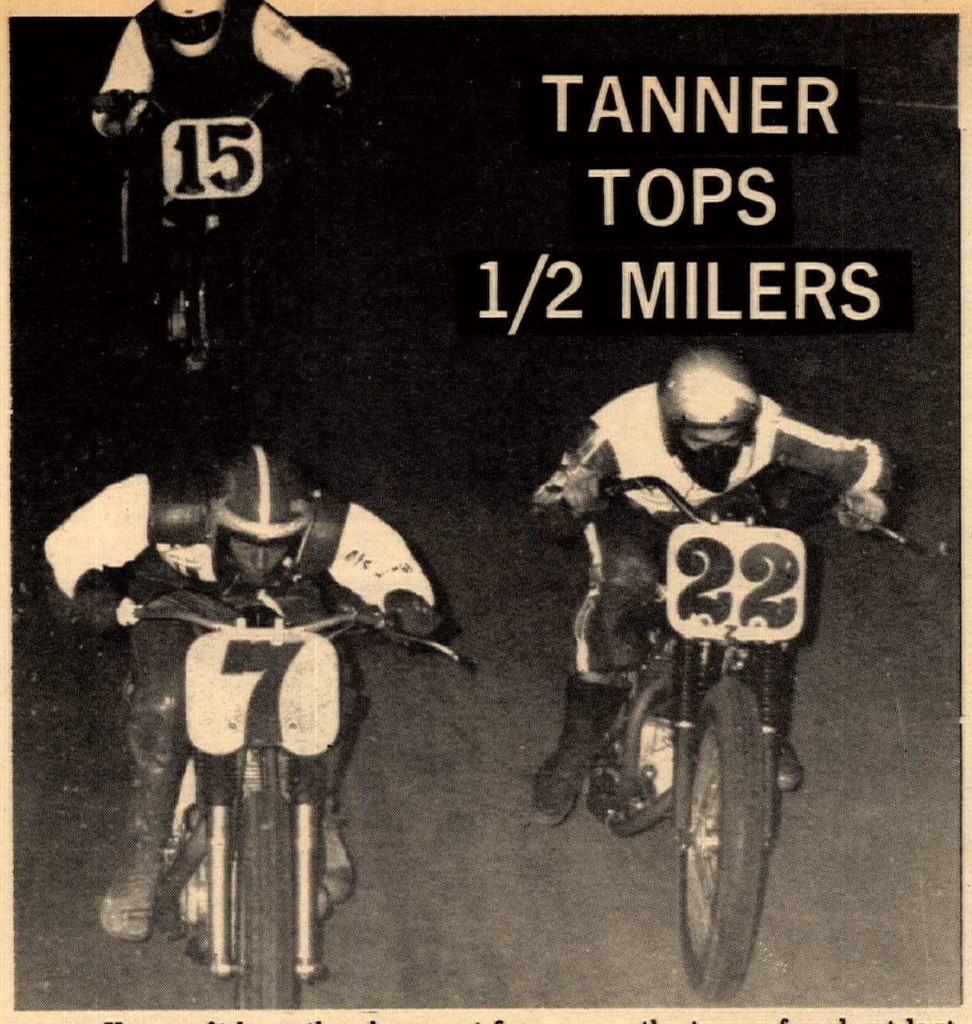
Please be advised that the official results of the 175cc G.P. final, May 29, 1966, at Whiteman Stadium, organized by the Los Angeles Chapter of the A.F.M. are as follows:

1. Robert Seyfert – Honda
2. Richard Tetz – Honda
3. Roger Calvert – Honda
4. Steve Pederson – Ossa

Steve Pederson was leading on the Ossa and on the second to last lap was about to lap the second place man when the machine apparently suffered a mechanical breakdown. He was thereupon passed by the other competitors in his class before he could cross the finish line. Our apologies for the previously reported results.

Thank you,
THOMAS FINLAY
President, L.A. Chapter, A.F.M.

TANNER TOPS 1/2 MILERS



You can't keep the champ out forever, as the troops found out last week in Ascot's weekly Expert half-mile Main Event. Sammy Tanner, fresh from his 5-Mile National win over Bart Markel, came roaring back from a trophy dash defeat to lead wire to wire in the feature and win his 6th main of the season.

It was Tanner all the way during a night highlighted by close racing and spectacular spills. The surprising Gene Romero put the job on Tanner in the Trophy Dash for the second straight week to win by inches, with Ralph White pushing his rear wheel between the two front runners to make it a blanket finish.

Two weeks ago Romero upset Guy Louis for his first heat race win as an Expert. Last Friday it was Tanner's turn as the two squared off in the opener. Tanner was ready for the bid and won a close one as Romero tried for the win right at the finish line.

Sixth Amateur Winner

The amateurs keep rolling along and for the sixth straight week a new face won the amateur final. This

(Continued on page 4)

BULTACO BUILT·TO·GO

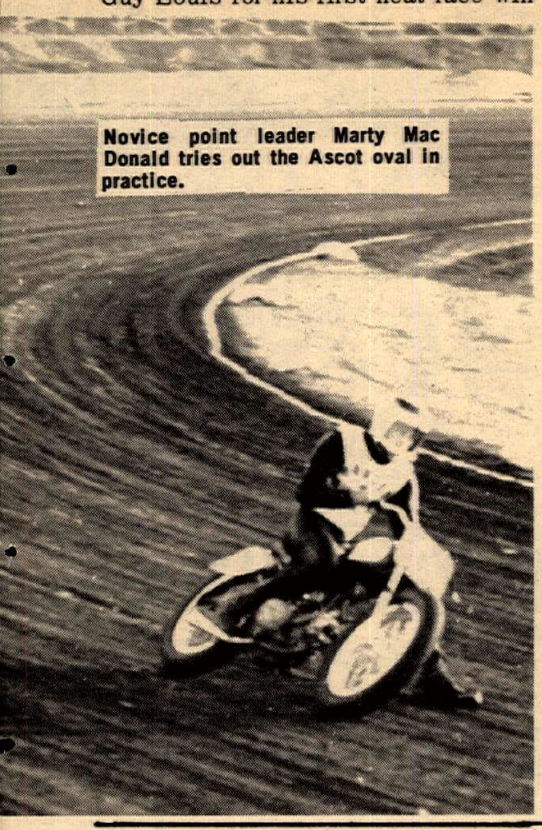
WOULD YOU BELIEVE
5 Straight Wins This Year
AND
5 Out of the First 6
At ASCOT TT-STEEPLECHASE 6-4-66

1st Gene Canady BULTACO
2nd John Sprague BULTACO
3rd Roy Spiker R.E.
4th Phil Brown BULTACO
5th Ken Sparkman BULTACO
6th Hoppy Hopkins BULTACO

ALSO
GREENHORN ENDURO 5-21,22-66

MEDIUM B CLASS
1st Richard Hale BULTACO
2nd Kenneth Terry BULTACO
3rd Marvin Beard BULTACO

PO 9-0441 For those who like turning right as well as left, Call Bultaco-Western for the name of your nearest Built-to-Go dealer. TR 7-2400



Novice point leader Marty Mac Donald tries out the Ascot oval in practice.

FREMONT from page 1

that would only grow until the climax of the 650cc Expert class. The little bikes were virtually "dialled to the stop" throughout their main events. Berry Brown won his last race as a Novice, District Commissioner Len Allen vowed, after he ran away with the 200 class. Next time he'll have to take on Bill Jamison, Bob Goodman and Paul Sales, three very fast Amateur winners. And the outcome is anybody's race.

Mike Pierce, Mike Akatiff and Jim Odom are three men to fear in the Novice, Amateur and Expert 250 classes. All ride Bultacos and all beat their respective classes, although not until after they had thrashed it out with Jim Scheher, Bob Souza and Roger Goldthwaite, who each picked up second place trophies.

Ken Dalla had the fastest of a very fast bunch of 350 Hondas, and Tony and Joe Castro made it a brother act, winning the Novice 500 and 650 Expert classes respectively, going away.

Wayne Head was not to be headed in the thundering Novice 650 class. He fought closely with Dennis Brennan before cinching the win.

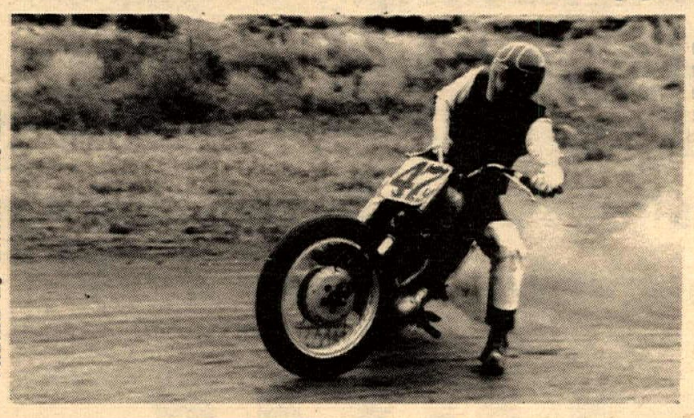
And Jim Rice put his BSA horsepower to good use, taking the Amateur 650 class from a snarling pack of Triumphs. Following Jim was Jerry Parsons and one of the brothers Lamanto, Charles this time, in third.

Fitting capper to the day's delights was the Open Expert class which featured the aforementioned Joe Castro taking over early in the main and clinging smoothly to the lead while behind him, less fortunate racers battled handlebar to elbow for second and third. John Lamanto moved aggressively through the pack after getting a slow start, only to unload coming coming into the main straight while dueling Bruce Anderson for second.

When the final flag fell, all we could say was "Whew! We'll be back next week for more of the sport you never get tired of, when another club hosts the scramblers at Fremont Raceways.

(Results on page 12)

Joe Castro looked good, won 500/650 event.



Chuck Self was his usual slidy self.

Photos By Chuck Clayton

ORANGE COUNTY SPEEDWAY

Johnny Balaam, last year's number two high point man, returned to the winning circle in the 250cc main on his Harley Sprint. In hot contention was Rick Woods, last year's ACA rookie of the year, on his Ducati. Johnny has been riding since the beginning of the season but just hasn't been able to get the Harley to perform properly, but Wednesday night put together the right combination in the Main Event. Rick Woods was unable to win the 250 main but did capture the 250 Trophy Dash.

The 100cc Main Event and Trophy Dash went to #98, Russ Robinson of TT fame. Russ has really gotten the hang of short track racing and has been consistently pushing the leaders in the last couple of weeks. Second place went to Rick Woods, pushed by Gary Calkins on a new 100cc Yamaha.

The 50cc main was won by Dave Smith on a Tohatsu. Second place went to Bill O'Neill. So, far Dave has just been unbeatable this year in the 50cc class.

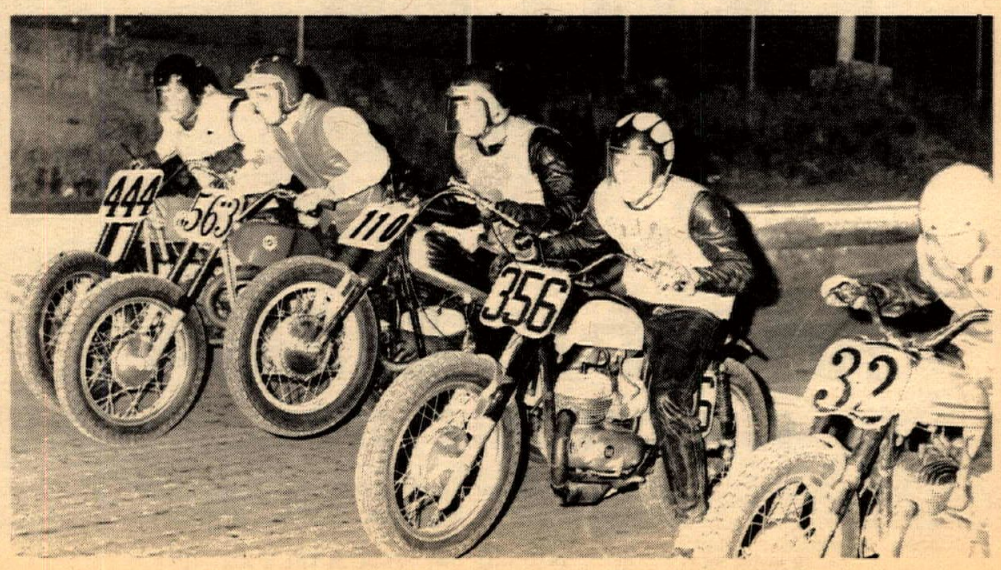
SOUTH GATE RACEWAY

Dave Smith and his brother Mike still continue to dominate the 50cc class on their Tohatsus, Dave winning the Trophy Dash and the 50cc main and his brother finishing second, with Keith Mashburn taking third.

The 100cc main went to Gary Calkins on his Yamaha, followed by Rick Woods. Rick was not quite able to get by Gary in the Main Event, even though he was successful in winning the 100cc Trophy Dash.

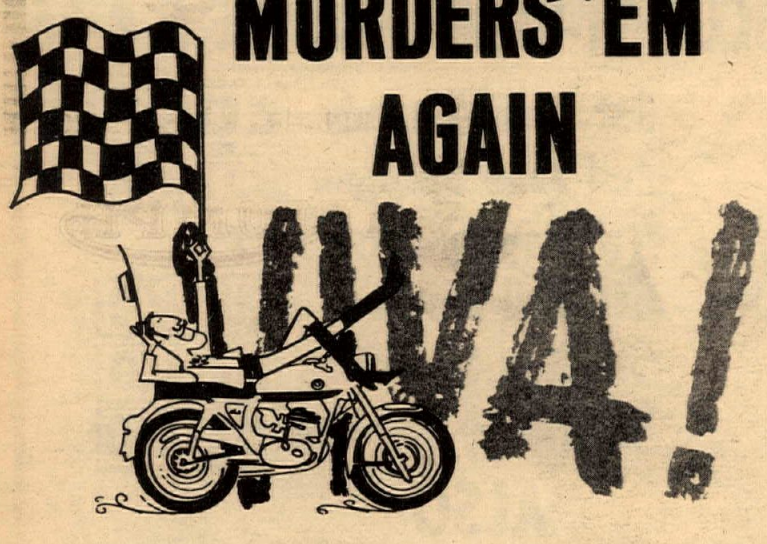
The 250cc Main Event was won by Rick Woods, after Preston Petty fell on the second to last lap. Preston, after being absent from short tracking for the first part of the season, came back and easily won the 250cc Trophy Dash on his Greeves, but just going too quick in the 250cc main, drifted too wide and fell, letting Rick Woods move from second into first spot and Lee Stumpenhaus moved up into second.

(Results on page 12)



VIVA!

1966 MONTESA MURDERS 'EM* AGAIN



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ASCOT HALF-MILE from page 3

time it was point leader Casper Greif in for his first win of the year after many high place finishes. Randy Say, who crashed the week before, led it all the way to the final half lap before Greif finally got by in a two man chase over the ten lap distance.

Gaining much of the attention this week were the novice riders in both the heat races and the final. All of the six heat races were decided either right at the finish line or on the final lap. It appeared as though the "B" group were on their way to becoming real pros.

It looked the same in the Trophy Dash when Larry Pruett came from behind to score his second dash win in three weeks over three other evenly-matched first year riders.

Novice Mayhem

Then the roof fell in and it came to light that most of the novice riders still need many, many more weeks on the lightweights before they are ready to move up to the big bikes and amateur ratings.

The opening lap found two-time Main Event winner Keith Kruser trying to win the race on the first turn. He fell off and broke his leg. Dave Lewis got himself involved in the same charge and was sent sailing over the south turn wall. Lewis is now semi-retired with a broken hand.

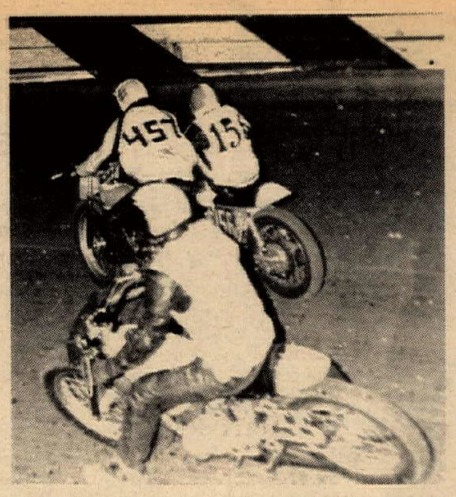
Back came the remaining riders for a restart. This one lasted until the north turn of the first lap when three more riders took flips and spills. Dick Turner started this one when he got sideways on the turn in the middle of the pack. Down he went, taking Jim Ashmore and Phil Todd along for the ride. Todd rode side-saddle all the way to the wall.

Starter Drake Leaves Ascot

It was the checkered flag for AMA starter Tony Drake last Friday. Tony has received a promotion and a transfer to Seattle and will wave no more at Ascot. The little flagger has been doing a fine job the past two seasons in this area, and the northwest region would be wise in tracking him down for some use up there.

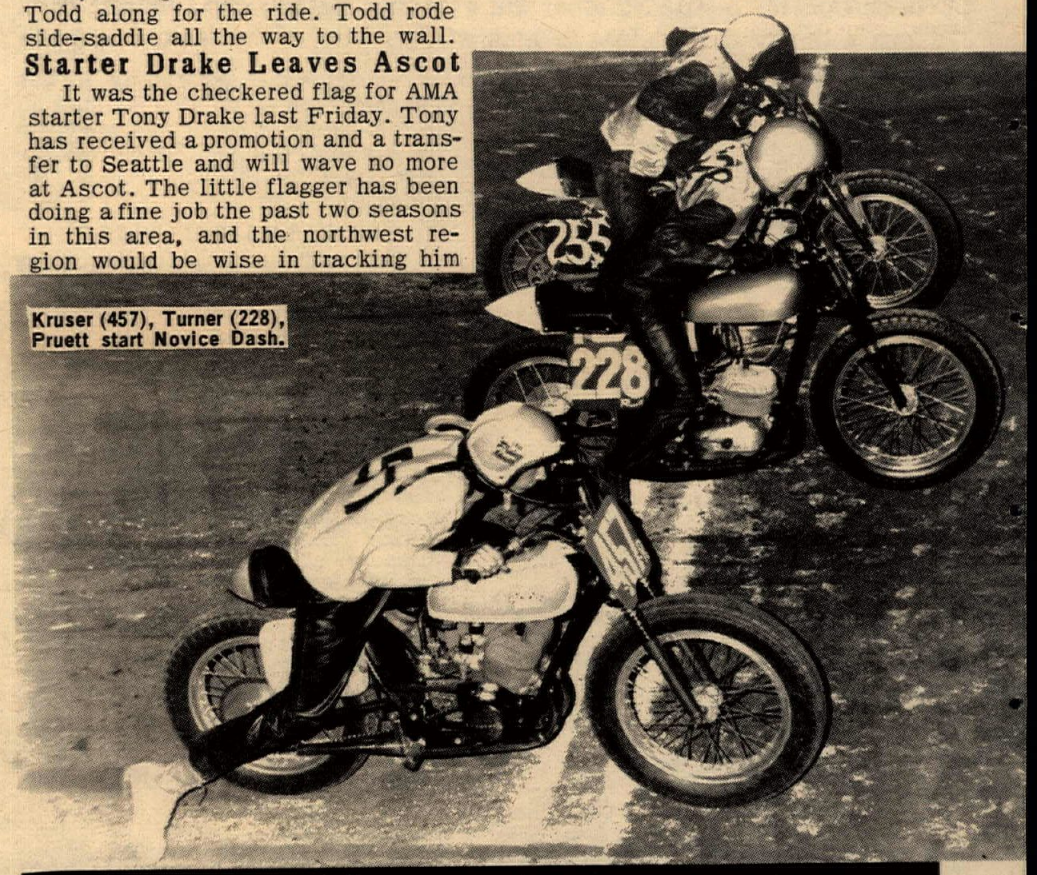
If there are any would-be or potential starters in the area you would be doing Pit Steward Whitey Lyons a favor by coming forth. He was drafted to start the following night for the TTs and he says he'll take pitting anytime.

(Results on page 7)



Keith Kruser (457) and Dave Lewis (156) head for the wall — and the hospital. Larry Pruett (255) won Novice Main by default.

Starter Drake waves farewell to Ascot.



Kruser (457), Turner (228), Pruett start Novice Dash.

DRAG RACING

By Bob Ebeling

Sunday morning dawned with surprises for some, when arriving at Lions Drag Strip they found I had returned to my post as Pit Director. I did so as Mr. C. J. Hart granted one more chance to produce some results at another $250 bike meet. This all-important meet will be held on Sunday, June 19. The money will be awarded as follows: Top Fuel – $100.00; Runner-up – $35.00; Third–$15.00; Top Gas–$25.00; Runner-up–$15.00; Third–$10.00; Top Street –$25.00; Runner-up–$15.00; Third–$10.00.

It is uncommon to be given a second chance with someone's money, and I, along with every concerned cyclist, should appreciate the position in which Mr. Hart must place himself before a very demanding Board of Directors at Lions. I ask that every cyclist from Mo-Ped fan to family dog help me back up this meet with spectators and competitors. Please keep the said "dog" on a leash and give dad a Father's Day gift of a day at Lions on Sunday, June 19th.

Familiar, Faster

The names may be the same but the speed is definitely faster. Murray and Cook defeated Don Harris and his record-holding 650, plus Bob Ebeling's 450 Honda. Now that their twin engine "Flustration" has aged a little, the speed and elapsed times continue to become faster. Saturday at Irwindale, this twin Triumph made a record run that had even the non-cyclists gasping in respect and amazement. The speed was 153 miles per hour and an elapsed time of 9.89 seconds. Watch the second hand of your timepiece pass this short span of seconds and try to believe being pushed from a standstill to 153 mph. Jim Cook the rider should qualify as an Astronaut.

Triumph

Triumph triumphed at the hands of Don Harris in establishing a new record in the Irwindale B Fuel class of 136.36 miles per hour. This bike presents an ideal example of a man putting together his original ideas by the means of construction. The frame is a "one and only" and Don's new record shows that originality helps a man to win.

Tie Run

"It's a tie" was declared when the race for Fuel Runner-up was shut off due to unsafe conditions on the drag strip. Some evil four-wheel vehicle had spewed oil over the entire strip at the finish lights, and so, as curfew plus safety demanded, Honda and Triumph shook hands and will come out fighting next week.

Top Gas

Bruce Miller has repeated last week's performance by securing the Top Gas glory and money at Irwindale. His closest contender in each instance has been Nira Johnson's Triumph. Bruce seems to have passed his old troubles to Nira but twice defeated may be too much for Triumph to take from Harley-Davidson.

To prove this point, Triumph took the class trophies home from Lions in the A, B and C Gas classes at Lions. Dan Kleiman and his twin-engine Triumph took A class while Al Brown secured B turning 12.73 E.T. and 01.285 mph. A new C gasser was ridden to victory by G. Nachtsheim with a 17.17 – 60.20.

Top Street

Sal Estrada is the man and Harley the brand that contenders couldn't shut down Saturday. Sal's bike runs like it looks and that's good! At Lions, Norton was quickest of the street bikes and a trophy went to George Jonovich to prove it, but not far behind was Lee Moore, the A class winner on a Harley, and Walt Magness with his potent 450 Honda as C Street victor.

Half Pints

Smaller displacement classes are neither overlooked or slow. Ron Knapp consistently proves this as he runs a Yamaha faster and quicker than many larger machines. People like Ron and Bob Braverman have really presented Yamaha International with great rewards for sponsorship. I'm glad Yamaha International appreciates it!

The machines with displacements of less than half a pint were on the scene in both Street and Gas classes. W. Briggs purchased a Honda 50cc CR machine for his son while in Japan and ran it at Lions while his son watched with envy. Ed Sforzining won F street at Lions turning 19.33 E.T. and 63.20 mph. He bought the Honda because its easier to spell the brand name than his own.

New Drags

Carlsbad is now running drags each week on Friday nights. They open the gates at 5:00 p.m. and eliminations start at 8:00 p.m. There are no individual classes per displacement or fuel, but a winner-take-all on a handicap basis. May the best man and bike win!

Results

LIONS DRAG RESULTS
Sunday, June 5, 1966

TOP FUEL: Murray & Cook	Tri	10.23	152.54
RUNNER-UP: Don McAvoy	Tri	–	135.00
A/FUEL: Murray & Cook	Tri	10.23	152.54
B/FUEL: Don McAvoy	Tri	–	135.00
A/GAS: Dan Kleiman	Tri	–	–
B/GAS: Al Brown	Tri	12.73	102.85
C/GAS: G. Nachtsheim	Tri	17.17	60.20
E/GAS: Ron Knapp	Yam	13.43	96.46
F/GAS: W. R. Briggs	Hon	31.00	–
A/STREET: Lee Moore	H-D	13.90	94.43
B/STREET: G. Jonovich	Nor	12.63	105.50
C/STREET: Walt Magness	Hon	13.96	93.74
D/STREET: Steve Cox	Hon	15.42	81.66
E/STREET: Jim Ray	Yam	15.92	79.78
F/STREET: Ed Sforzinig	Hon	19.33	63.20

PACIFIC RACEWAY

Pacific Raceway in Kent, Washington played host to 75 sportsman road AMA racers on June 5. Men and machines gathered from near and far to do battle on the finest road course in the Pacific Northwest. The eleven-turn, two-and-a-half mile track is in an idyllic setting amongst the pines and lofty balsams of Washington's evergreen wonderland.

Organization matched the quality of the track. Motorcycles equipped with two-way radios at each turn, efficient paper work, and a heads-up ambulance crew kept things moving, promotional efforts of the sponsors brought out a thousand fans to watch the racers go 'round.

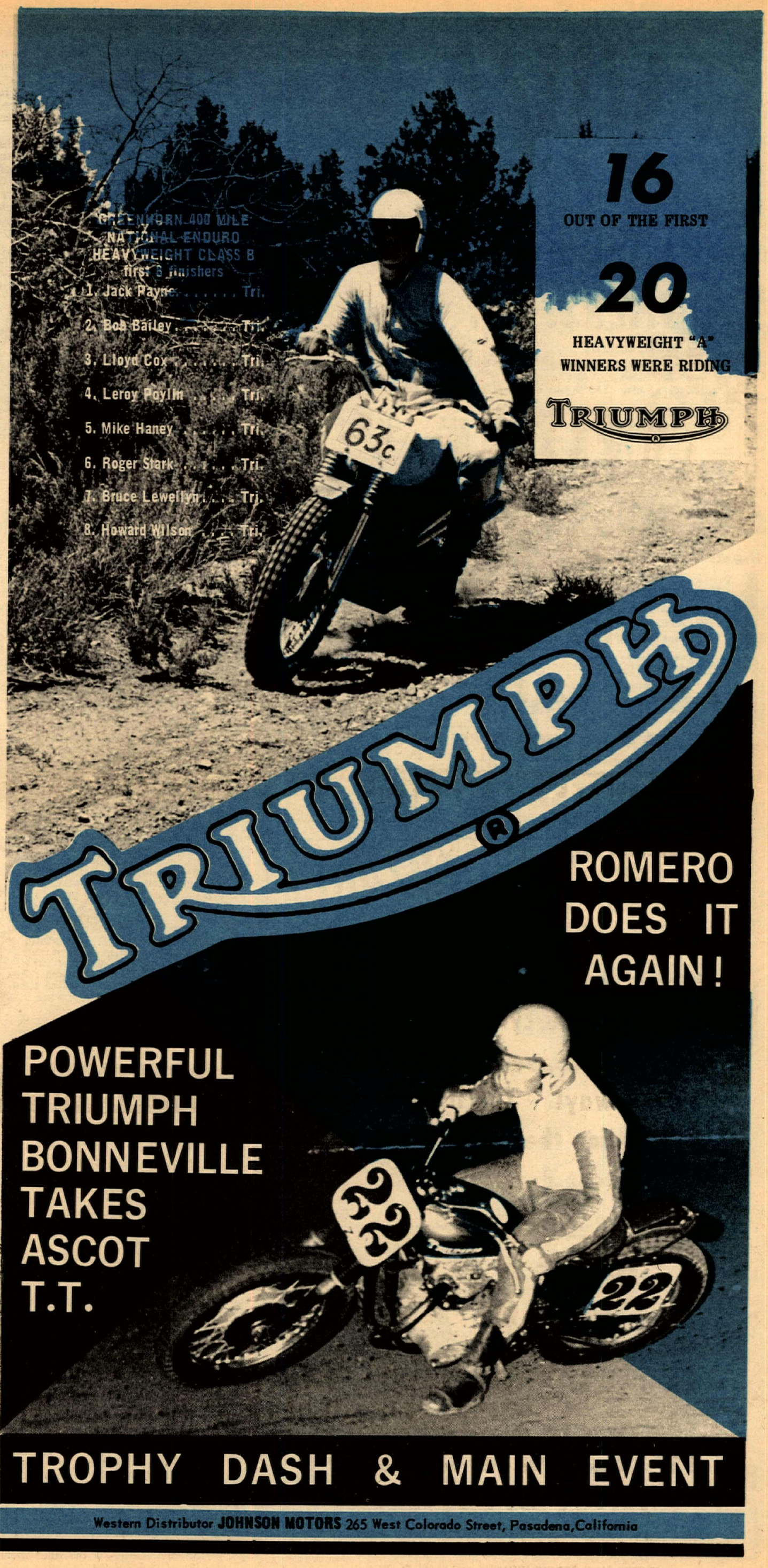
The wee-ones started the day and the only question was who would follow the works Suzuki. Vail Hayden was the one who followed Yoshio Ito and his screaming Suzuki into second place. The concurrently run 100cc class went to Gene Hess riding a Honda.

Second race of the day was the combined 125cc and 175cc went. Haruo Koshino was the man in this one aboard a 125cc water-cooled Suzuki twin with Honda-mounted Gene Brown in the place position. The 175cc gold went to Steve Pederson on an Ossa.

Next on the schedule was the hotly contested 250cc race. As expected, there was a ding-dong battle between Ron Grant and Walt Fulton Jr. on a pair of Suzuki. Grant finally did it with Fulton second and Dan Pasznecker third on a Yamaha.

In the 350, 500 and Open Class it was Haruo Koshino and his 125cc Suzuki again. Walt Fulton and Ron Grant, still on 250cc Suzuki, were second and third in the Open Class. Tim Cooper aboard a 450 Honda took the 500cc race and Bob Bender on a 305 Honda did it to the 350cc class.

Riders and spectators were very enthusiastic about the whole operation and are looking forward to the next time. The only sad note was Dick Hammer's bad fall in Saturday's practice which resulted in a broken collar bone. It can be truly said (with few exceptions) that a good time was had by all.



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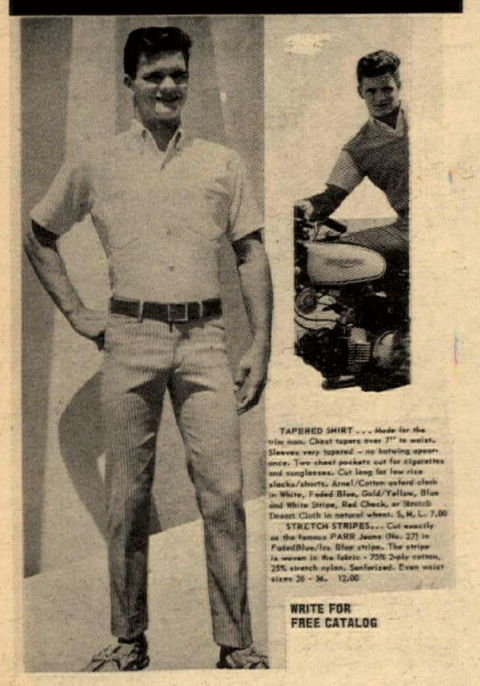
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PROSPECTORS from page 1

dust was a big hazard, then across the Hi-Vista Road again and into that uphill 100 mph, 60-foot-wide sandwash that is the favorite of most riders who have had the pleasure of riding it in the past. This wash led to a box canyon which sported signs like "Next Time Take The Bus," and "Sharp Left Turn Ahead," and that's what it was. The only way up the side of a rocky mountain side that proved the undoing of quite a few. Over the top and the old story of what goes up must come down, and down went the trail, through boulders by the acre, into another sandwash. Then all the way to the pits it was first a sandwash, then a road. About the time you thought you could relax for a while, into another wash. Believe me, the guy who laid out this one was an artist at making it "relaxless." But, kidding aside, it was a good event.

The winner overall was Greeves-mounted Gary Conrad. And when Gary wins, he works for it. At the smoke bomb, he was about tenth and he had to eat dust and work his way up through the pack to get the lead, but this is where he shines and appears to be enjoying it. Second was Bobby Ferro on a Triumph and third place Phil Bowers, riding a CZ, was followed by Norton-mounted Mike Patrick.

TRAIL BIKE REPORT

By Vonna Haley

The trail bikes had their own course (separate from the big bikes) to run on Sunday for the Prospector's hare scrambles. They left about 15 minutes before the big bikes and ran three 15-mile loops. The course was just great; it was easy going all the way. Frank Morgan was leading until a few feet from the finish he crashed real hard and that put him third overall. Earl Roeseler took first with David Williams coming in second. The first girl in was Jan Ditson, finishing sixth. Steve Hedgecoth was doing well until he crashed and his gas tank came off, but he tied the tank down and continued on to finish 14th. Rosemarie Martino enjoyed the day by sitting along the trail and watching the race, as her machine lost a screw from the primary case and she had to quit. The Prospectors certainly know how to throw a run; it was enjoyed by everyone.

(Results on page 12)

IRVINE from page 1

four times), then rode his 360cc CZ in the 500cc class (and won it) requiring another three rides. With a total of seven races under his belt, along came the Hooligan at the end of the day. There was Walt on the starting line looking calm and smiling...and...you guessed it...he won!

Lon Peterson rode a Montesa in the 250cc class and then wailed in the Open Class aboard a big Triumph to take third overall and a second in the Hooligan.

George Walker from Santa Barbara rode both the 175-200cc class and the 250cc class, Bultaco-mounted, taking home a trophy in the 200 class, and a fourth in the 250. He was busier than a bird dog in a field full of grouse running between the two machines. There was barely time between races to swallow some water, wash off the top two layers of dirt and jump into the saddle again. It was lucky for him that his section of the 250 class was the third group, as the 175-200s ran right in front of the 250 motos.

Ekins Is Something Else

The Open Class went to Bud Ekins. In the first moto, Bud got a bad start and was far back in the pack before working his way up. He won by a wheel. In that kind of ground (and we mean IN—the back section had holes like bomb-craters) his ride was something else. But then, let's face it, Bud Ekins in the rough **IS** something else. Cliff Coleman chased him around very closely and between the two of them they put on quite a show. As for other riders in the Open contingent, Ray Bierman put on a good show despite the fact that his motor is getting tired, taking a well-ridden third in one moto. Ronnie Wilson, on a Matchless, actually got off the line first in the third moto and led Ekins and Coleman until they got back into the trees and disappeared from view, turning in a very nice ride.

The 175-200cc classes were scored separately although they ran together, and featured one of the best all-round riders in the business, Lee Stumpenhaus. On a 200 Greeves, Lee took home a first after having three ding-dong battles with George Walker, also on a 200, and Jim Doron on a 175cc Bultaco. Jim, who rides such different events as Prado Park scrambles, short track and Irvine moto-cross, was giving his competitors all they wanted and then some.

The 50-100cc class went to Norman Banham on a Hodaka, and this particular Hodaka has the front end out to **there** with extensions welded into the frame to do it. The 50 class seems to be dying on the vine and this we hate to see, but it seems inevitable as the machines keep changing and becoming faster each year. Anyway, Chuck Basney took a third overall in the combined class on his potent 50. Although given a head-start each time (being on a smaller machine), he showed the troops that a well-ridden 50 is still a machine to be reckoned with.

The 250cc class was dominated by Malcolm Smith and his Husqvarna. Riding against such chargers as Phil Bowers, Harry Greenlee, Russ Darnell and Walt Axthelm, the Husky just ate them up. At one time, Axthelm got past Smith on the start and with Malcolm close behind him, led through the tight, twisty section onto what constitutes the straight at Irvine. Right then Smith took a handful of throttle, blew past Axthelm and that was all she wrote.

The 350cc class fell to Englishman Alan Fox on a Honda. This is a machine that at a first quick glance you would swear was a Triumph. Set up for real rough going, the machine looks like and, at times, goes like a big Open Class job.

All For Now

Irvine is now closed down until around November, and more than one rider is a little wistful about that, although they all feel that when the rainy season comes, Irvine will be **the** place to ride. We wish a sprinkler system really capable of putting out gallons of water could be set up, because the circuit provides the real old-fashioned kind of rough scrambles that is fast disappearing from our local scene. All we need in that area is water to hold down the dust.

Results

50 & 100cc CLASS		250cc CLASS	
1. Norman Banham	Hod	1. Malcolm Smith	Hus
2. Steve Hedgeoth	Hon	2. Donald Smith	Hus
3. Chuck Basney	Hon	3. Russ Darnell	Gre
175cc CLASS		**350cc CLASS**	
1. Jim Doron	Bul	1. Al Fox	Hon
2. Red Thomas	Mon	2. J. M. Roberts	Hon
3. Chief Galbraith	Bul	3. Daniel Kline	Gre
200cc CLASS		**500cc CLASS**	
1. Les Stumpenhaus	Gre	1. Walt Axthelm	CZ
2. George Walker	Bul	2. Gordon Simmons	BSA
3. David Megorden	Bul	3. Olin Harlow	BSA

The Desert Master, Bud Ekins.

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2. Cliff Coleman	Tri	2. Lon Peterson	Tri
3. Lon Peterson	Tri	3. Phil Bowers	CZ

A MOTORCYCLE JOURNAL

The continuing cross-country adventures of journalist/racers Jim Nicholson and Marty MacDonald. In Oklahoma City, Jim takes over the writing chores:

May 7, 1963 — Tuesday

JIM GOES TO CHURCH

I went to work at a Methodist church. No, I didn't become a preacher, I just scraped paint off windows. At least I got to get out in the sun. Mark got home late. He went somewhere with Gene.

May 8, 1963 — Wednesday

SHOE SHINE

Same thing as yesterday. Nothing new except when I pet Jimmie's dog Tipsy, she wet all over my newly polished shoes.

May 9, 1963 — Thursday

THE ASH CHURCH

I went to work at the church. I finished about three-thirty and then went looking around the church. I met two girls. After we talked for awhile I went down to the basement where they had just completed a bunch of rooms there. Everything in the church was made of stained ash and was really beautiful.

Mark came in late, said he went to a night club with Gene and danced with some women.

(Continued Next Week)

ASCOT HALF-MILE RESULTS
Friday, June 3, 1966

NOVICE MAIN EVENT

1. Larry Pruett	Yam
2. Rick Vetter	Bul
3. Dan Kelly	Yam

AMATEUR MAIN EVENT—10 Laps

1. Casper Greif	BSA
2. Randy Say	BSA
3. Larry Shipman	BSA

EXPERT MAIN EVENT—15 Laps

1. Sammy Tanner	BSA
2. Elliott Schultz	Enf
3. Gene Romero	Tri

EXPERT TROPHY DASH—3 Laps

1. Gene Romero	Tri
2. Sammy Tanner	BSA
3. Ralph White	BSA
4. Mel Lacher	H-D

Time: 1:12.56

NOVICE TROPHY DASH—3 Laps

1. Larry Pruett	Yam
2. Keith Kruser	Yam
3. Dick Turner	Bul
4. Dan Kelly	Yam

Time: 1:18.13

ASCOT T.T. RESULTS
Saturday, June 4, 1966

NOVICE MAIN EVENT—8 Laps

1. Gene Cannady	Bul
2. John Sprague	Bul
3. Roy Spiker	Enf

Time: 5:10.59

AMATEUR MAIN EVENT—10 Laps

1. Rich Thorwaldson	Tri
2. Duane Keeter	Tri
3. Ron Kruseman	Tri

Time: 8:.9.85

EXPERT MAIN EVENT—15 Laps

1. Gene Romero	Tri
2. Jack Simmons	Nor
3. Dick Hammer	Tri

Time: 12:00.12

EXPERT TROPHY DASH—3 Laps

1. Gene Romero	Tri
2. Skip Van Leeuwen	Tri
3. Dan Haaby	BSA
4. Dick Hammer	Tri

Time: 1:37.98

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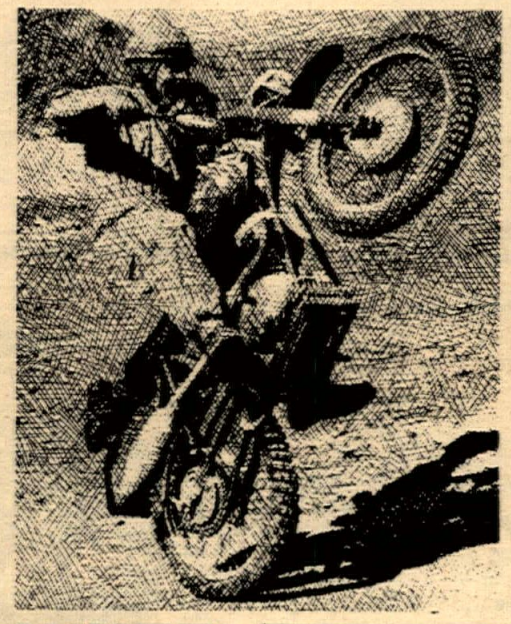
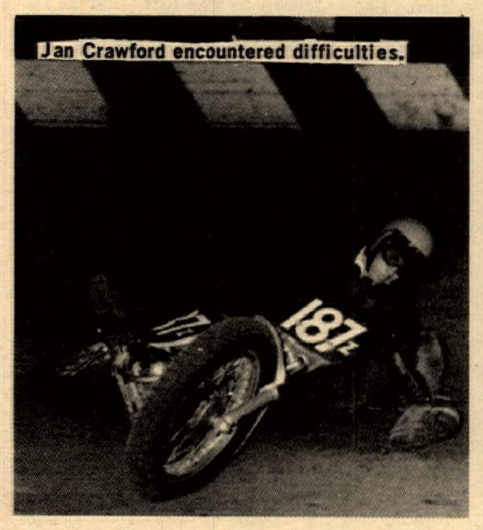
JUNE 20-JULY 2

WHEEL
SMOOTH

WHEEL
WILD



WHEEL
ITALIAN



Jan Crawford encountered difficulties.

Over the jump comes John Carter.

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ASCOT T.T. from page 1

up late in the race to move by Skip Van Leeuwen for third and then close on Simmons before the laps ran out.

The Trophy Dash win went to Romero, who had also scored two straight Dash decisions on the half-mile the last two weeks. Van Leeuwen was second, Dan Haaby third and Hammer fourth in the quick two-lapper that pitted the fastest four against each other for the gold.

Romero's stiffest test came in the heat race when Haaby pulled even coming out of the final turn. A good job of riding high and right to the wall kept Romero in front and prevented a dent in a clean sweep for the night.

Distance Record?

Gene kept the fans watching and breathless with his wide open, full bore leaps over the famous Ascot jump. Dick Hammer appears to be the only rider who can come close to shooting the hump in the same class as the new Expert with a bright future in cycle racing.

Rich Thorwaldson got back into the win groove again with his best ride in three months to win the Amateur final. Jack Konle was a challenger until dropping out with a blown engine.

Hard-riding John Bradford charged his way in for the fastest heat race win, but the machine again proved to be master over the rider. Lap after lap in the final, the bouncing Bradford found himself more off the machine than on, in a desperate effort to take the lead. The machine finally pitched him on his head to rule out any chances of a win.

Gene Cannady again displayed good form to win his second straight novice final and again close the point gap on leader, John Sprague. Bakersfield's Roy Spiker made a close race of it in the early stages but shifting problems dropped him back to third at the finish.

The next TT, the last before the National 50-lapper, goes the first Saturday night in July. The most recent came very close to topping the best non-national purse mark as it paid over $2700. to the riders last Saturday night. Romero was so busy shaking hands that he forgot to pick up his $500-plus winnings. What price fame?

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A.M.A. PROFESSIONAL

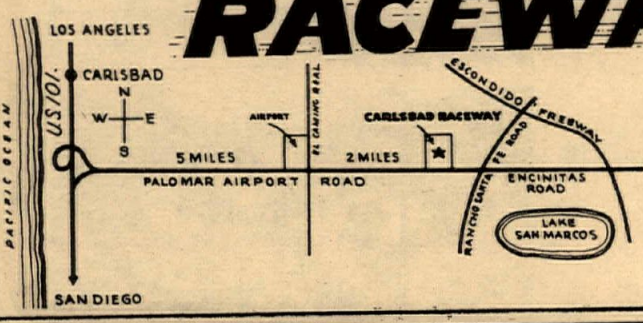
ROAD RACING

SUNDAY

JUNE 19

REGISTRATION 10:00 TIL NOON
PRACTICE TIL 1:00
RACING STARTS 1:30

CARLSBAD RACEWAY



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Steve Pederson once more boomed his "Barcelona Bullet" to FIRST PLACE in the 150cc-180cc class at the AMA Sportsman Road Races on the very fast Pacific Raceway in Kent, Washington, June 5, 1966. Change your "racing luck" with OSSA – She's a Bear!

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SEASON ENDS

Two top Arizona riders hold mementos of season just past in Tucson. Recipients of Eastside Cycle Park trophies are (left) Bobby Beard and Mike Bradley.

By mutual agreement of spectators, riders and track owners, the season has ended in Tucson at Eastside Cycle Park. From now until late fall, the weather will be too much on the warm side for watching, riding or promoting motorcycle races comfortably.

The past season, which started in November, 1965, has to be termed a whopping success, and was far and away the finest cycle racing ever seen in the state of Arizona. Especially appreciated were appearances by some of the finest West Coast TT riders, such as Jim Hunter, Dan Kelly, Dusty Coppage, Jim Jerry, Lonnie Walter and others.

Plans for next season will be much the same, and during the summer the track will be put into tip-top shape, regraded and oiled. Track owners Herb Morris and Johnny Thompson promise that any L.A. riders making the trip will find a well prepared track, well run events, and a nice 3-hour-long practice period in the morning.

FREE HONDA MECHANIC SCHOOL

American Honda Motors is now signing up students for a 10-day free course in Honda mechanics. Students will learn the basic service techniques covering the four most popular Honda models, including the 450.

Conducted by Roy Whitten, service manager for American Honda, the elementary course will qualify those who complete it for employment as apprentice Honda mechanics. A certificate of accomplishment will be issued and a placement service will be offered.

The course is absolutely free. According to Whitten, its purpose is to "expand the number of motorcycle mechanics and develop new service personnel."

Classes will be conducted from 8:30 a.m. to 5 p.m. at American Honda headquarters, 100 West Alondra, Gardena, Calif. Anyone interested in taking the course or hiring graduates may obtain further information by writing to that address.

WORLD ON WHEELS

Pasadena's famed Rose Bowl will be the scene of the first World on Wheels car and motorcycle show August 7, 1966. Promoted by Bob Beagle and associates (Box 361, Lynwood, Calif.), the one-day outdoor exposition will feature selected entires in 47 classes of show competition.

Motorcycle entries will compete in five classes: Custom, Semi-Custom (street), Stock, Competition and Antique.

Unlike most custom shows, this one is promised to offer a real competition for honors. Trophies, in the form of silver champagne coolers, will be awarded on merit basis by the judges. A major portion of the proceeds will be turned over to Hope House for Multiple Handicapped Children.

Contest judge for the motorcycle category will be Chuck Clayton, Editor of Cycle News.

NEWS FROM NEVADA

Las Vegas, Nevada, May 29th
By Reg Sheldrick

They called it Sunrise Raceway and it's a dandy. Every now and again something happens to get a person real excited, and today was my day. Covering today's races was a great pleasure for many reasons. The wind, always present, forgot to blow hard, the temperature was perfect for racing, what appeared to be the largest crowd of the year brought their lunches, lawn chairs and kids out to see the motors go...and they sure went!

For all you California riders who plan a trip to Vegas, leave your money, your wife or the kids at home, but don't forget your scooters. You've got a treat in store here.

This half-mile track is going to draw people and riders! If you'd like a first-hand report, call Jim Peterson of the Dirt Diggers; he and our Bob Neil put on a show for the people that really had them hanging. They swapped leads so often that the winner was decided in the last few seconds of the third heat.

As to the track itself, the entrance road leads to the large, marked-off pit area with plenty of space to test ride your machines before practice and race time. The track is to the left, and is an up and down half-miler with a long sweeping turn to an uphill climb, off camber left, to a sharp ess leading uphill to the jump. The surface is extremely smooth and hard, Class C traction recommended. Spectators can see the entire track, as well as Las Vegas itself.

A ribbon-cutting ceremony by Gary Stewart, track owner, preceded the races and the first event was off. The 50cc Seniors and Juniors ran together and the race was won by D. Miller riding a Yamaha. He took the Senior Class, and Mike North (Honda 50) won the Junior. The 100cc class was, as usual, dominated by Danny Sromalla. Despite a few missed shifts and a couple of wild slides, Danny came out on top with his Honda 90. Phil Venezuela stayed close in one heat, but Danny turned it on and edged him out to take the trophy. I think this boy needs more competition and I would like to see a match between Danny and one of the top 100cc Seniors from California, maybe a two or three-man 10-lap ride for a worthwhile prize! Any challengers??

The 250 Novice class saw an unusual entrant, Frank Rayhill on a Honda 125cc semi-street machine. Frank is an airman at Nellis who chugged his way around the track and looked like he was having more fun than anyone.

Horsepower Honeymoon

The 250 Novice was won by Fred Morgenstern on a Bultaco. Fred was married on Saturday and spent his first honeymoon day showing the boys how to win the Novice Trophy. Romping in second was Jim Hill, Montesa-mounted, and third, Jerry Cox and his Harley.

Amateur 250 honors went to Bob Ahlstrom for the second straight week,

Max Switzer leading 250cc Expert event at Sunrise Raceway near Las Vegas.

as he and his Yamaha found the new track to their liking. Bob Walling stayed on his pipes and took second with Statland third, both Bultaco riders.

The hot-doggies then lined up for the 250 Expert. Max Switzer leaped in front at the start and barreled to a good win, followed by Billy Hill (Greeves) and Bob Tooley (Bultaco). Looks like Max has found the groove with his new Taco.

The duel in the sun by Jim Peterson (Triumph) and Bob Neil (Triumph) was the best of the day, as through three heats they constantly changed leads. Neither was more than half a bike length behind most of the race, and Peterson flashed over the line in the third to take the Open Class trophy.

The day's races ended with a Sweepstakes race for a case of Valvoline oil donated by Herb Hill Oil Co. This event was won by Max Switzer on his "silver streak", Bultaco.

Night Racing?

In the works may be night racing here Friday or Saturday night if enough interest can be whipped up. Lighting is now available. How about it you Arizona-California hotshoes—interested? Let me know; drop a postcard to Reg Sheldrick, P.O. Box 5511, Las Vegas, Nevada. If enough riders will come up, there will be a merchandise Scrambles, A.M.A. sanctioned. We'll make our new Sunrise Raceway a must on your racing calendar.

Nevada Skies To Brighten

Larry Suit of the Kustoms is going weirdo, and has entered the "Weird World of Pancho." He, and a few of his club members, have stripped down their Harleys and will emerge in glowing colors for the Sierra Run to Long Pine. Larry says his motor gets five shades of purple! Shades of Big Daddy Roth — what next?

One of our locals collared me at last week's races and said, "When are you going to mention my name?" O.K. will do, Marvin Van Buskirk.

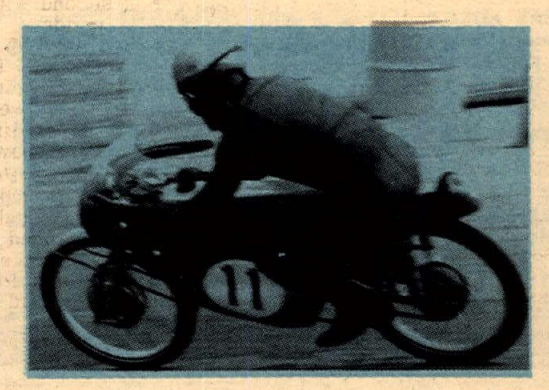
Still looking for news from you R.R.C. members.! Whats doing? Where? How? Let me hear from you.

(Results on page 12)

SUZUKI WINS SIX CLASSES AT KENT—

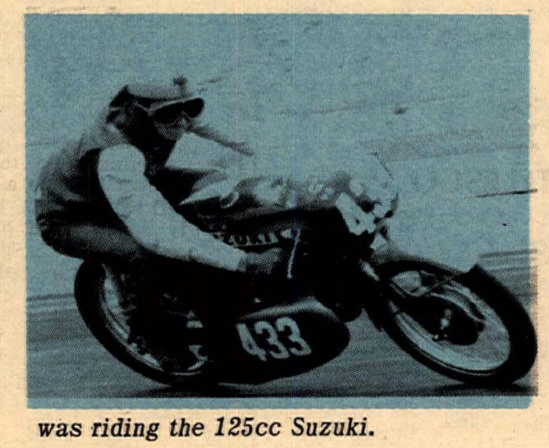
Haruo Koshino aboard the Suzuki works water-cooled twin cylinder testbed led a parade of Suzuki riders to victory in the AMA Sportsman Road Race, June 5th on the beautiful 2.5 Pacific Raceway at Kent, Washington. This Suzuki sweep was a continuation of the show of force started at Riverside International Raceway May 22.

Yoshio Ito, Koshino's teammate,



started the day by easily winning the 50cc class. Like Koshino, Ito was mounted on a factory experimental racer used to test ideas that will eventually find their way to the production machines.

The 125cc race followed and Suzuki-mounted Haruo Koshino took this one followed by a pair of production racers from Japan and Spain. In the 250cc class a brace of Suzuki X-6 Hustlers piloted by Ron Grant and Walt Fulton Jr. took home the first and second place gold followed by a two-stroke production racer. Koshino did it again in the 500cc class. He was first ahead of all the four-stroke twins. Koshino



was riding the 125cc Suzuki.

The Open Class was another Suzuki sweep. Koshino and his 125cc Suzuki racer led Walt Fulton Jr. and Ron Grant riding Suzuki X-6 Hustlers. These three Suzuki riders finished ahead of all the Open Class machines including the 650s.

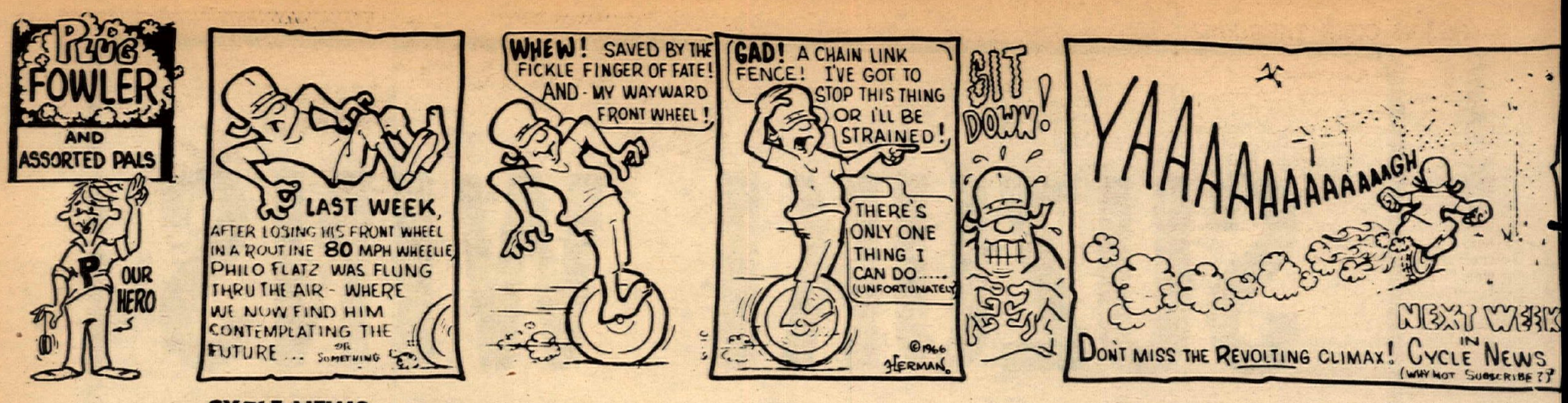
All that remained was the production race. The 250cc class in this event was dominated by Suzuki. Local rider Don Kaylor led a parade of Suzuki X-6 Hustlers that took the first four places.

As a prospective lightweight owner these results directly affect you. When riding a Suzuki X-6 Hustler you know and everybody else knows that you are aboard a machine proven in competition to be the fastest in its class. Faster than a lot of bikes with much greater displacement. The Suzuki that took the first four places in last weeks 250cc production race are identical to the ones you will find at your dealer.

The rider of any Suzuki can find pride in the fact that the design of his motorcycle is based on knowledge gained from the experimental racers ridden by Haruo Koshino and Yoshio Ito.

Test Ride The X—6 Hustler at Your Local Dealer

U.S. Suzuki Motor Corp.
Santa Ana, California



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TELL THEM YOU SAW IT IN CYCLE NEWS

OILERS COME THROUGH

By Bob Gooding

Having lost the use of their scrambles track, the Oilers M.C. of San Diego were faced with a sanctioned event scheduled in less than two weeks, plus their remaining events of the year. This would seem a large problem indeed, but not so with strong leaders like Don Mathews and Al Finan directing the red-hot club, along with many other hard working members. The Oilers have already opened their new scrambles arena, and I for one was "stoked." Their new location is in Imperial Beach, not far from the old site but with even greater potential. Sixty acres near the freeway, plenty of water, completely fenced, and—get this—two tractors with grading equipment, plus a water truck all donated by the Swiss Farms Dairy located adjacent to the track. It's no wonder the Oilers say, "Make Mine Milk."

The chargers opened the day with David Alonna winning the 90cc Novice main on a Suzuki with so-ooo much horse pressure no one was even near. Ninety-cc Expert Chuck Baker had no easy win today as he was challenged in two of his motos by David Ham. Jeff Willis, sometimes known as "free fall fire ball" captured the 200cc main. The 250cc Novice boys allowed Fred Angelo to win on a real good looking Bultaco; a very close second was Rick Eckhart on a sharp new Montesa, just nosing out Joe Phillipson who was out of the groove doing big slides on his Honda. Red Clemo had the 250cc Amateur again, and I believe I see "Expert" written all over him.

Experts in the 250cc class were all on two-strokes, with Bill Silverthorn the winner of the moto-cross. However, Dave Ham, who was second, failed to wait for the official results, stopped by the sign-up table, collected first place trophy and headed for home one hundred and fifty miles away. Dave rode real good and we would like to see him more often, but not in such a hurry to leave.

The 500cc Novice winner was Bruce Barker and Ronny McCallaster took the Open Novice. The 500cc Experts elected to ride against the forty-inch Experts, and here was a real show stopper, as the winner was on a...would you believe a Honda 305? Well, that's what it was. Riding like there was no tomorrow, Bill Silverthorn cleaned house. Rounding out a great day for all 120 riders was the Powder Puff with Carol Gooding showing the way home to six lady riders.

SAN DIEGO OILERS TT SCRAMBLES
Imperial Beach, June 5, 1966

90cc NOVICE MAIN
1. David Alonna — Suz
2. Byron Krenek — Yam
3. Clyde Foster — Hod

90cc EXPERT MAIN
1. Chuck Baker — Zun
2. Rick Foster — Yam
3. Dave Hamm — Hod

200cc MAIN
1. Jeff Willis — Hon
2. Tom Warren — Bul
3. Tom White — Hon

250cc NOVICE MAIN
1. Fred Angelo — Bul
2. Rick Eckhart — Mon
3. Joe Phillipson — Hon

250cc AMATEUR MOTO
1. Dave Clemo — Hon
2. Mike Acin — Mon
3. Bob Sharp — Yam

250cc EXPERT MAIN
1. Bill Silverthorn — Mon
2. David Ham — Bul
3. Harry Hayes — CZ

500cc NOVICE MAIN
1. Bruce Barker — *
2. Dave Clemo — Mat
3. Mike Chamberlin — Tri

OPEN NOVICE MOTO
1. Ronny McCallaster — Tri
2. Jack Barrer — Tri
3. Pete Davies — Tri

OPEN EXPERT MAIN
1. Bill Silverthorn — Hon
2. Al Finan — Tri
3. Grant Brown — Tri

POWDER PUFF MOTO
1. Carol Gooding — Hod
2. Marsha Whitten — Yam
3. Maggie Darnell — Yam

*Not Legible

BOY SCOUT DONATION

The recent Sprockets Tri-State Scrambles in Bakersfield was a well-publicized event, due in part to the suspension of winner Skip Van Leeuwen's AMA competition license. As the post-race controversy grew, however, the original purpose of the event became somewhat clouded.

It is the Sprockets intention to choose a different recipient each year for profits gained from their benefit championship. This time the proceeds went to the Southern Sierra Council of Boy Scouts of America. A check for $1,272.80 was presented to the Scouts for expansion and improvement of their recreational facilities, among other projects.

Over 325 riders from California, Nevada and Arizona took part in the 1966 series, most successful yet held by the Sprockets.

SPECIAL DEHESA EVENT

The Hi-Boots Club of San Diego have scheduled a special "Old Timer Motor Sickle Race," this in addition to their regular T.T. Scrambles program to be held at Dehesa on Sunday, June 12th.

Rules are as follows:

1. Contestants must be over thirty-five years of age.
2. They must not now be racing in competition.
3. Must have A.M.A. card but no Sports Committee card.
4. Machine must be 100cc or less.
5. Helmets and at least one pie plate (number plate) are required.

First place man will receive one large bottle, second place man will receive one medium-sized bottle and third place man one small bottle (Geritol).

The Hi-Boots are celebrating the purchase of their new grader and guarantee a smooth course. No fuel, no knobbies and no pep pills. First race 10:00 a.m.

Greenhorn Behind The Scenes:

NIGHT ON RED MOUNTAIN

By Elaine Bailey

Saturday, May 21, at 3:30 p.m., we, the pit crew of the Harry D. Foster Triumph shop team, arrived at Red Mountain, about an hour before the boys were due in at the end of the first day's racing.

We started setting up camp for the night, with Jo Foster in charge of the cooking detail and organizing the work that had to be done, such as setting up tables, etc. We had quite a team system going all weekend. The spot we chose was on top of a hill from which we could see the whole area. The campsite was cleared of sagebrush, rocks and dirt before we unloaded the sleeping bags.

At 4:28 p.m. our team came roaring into the last check, four abreast and right on the money. Team members were Harry Foster, Bob Bailey, Mike Haney and Roger Stark; other riders in our group were Wayne Thornton, Paul Stonekey and Jim Hurst. As the first group arrived in camp, dust-covered and red-

Photo by Carl Bartlett

Desert types never give up. Lack of rear tire didn't deter this Prospector.

BRIDGESTONE WINS AGAIN-
Elsinore TT scrambles, June 5
1st. 100cc EXPERT
Norm Elledge -
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RESULTS

PROSPECTORS HARE SCRAMBLES
Sunday, May 29, 1966

LIGHTWEIGHT & BIG BIKE RESULTS

1.	Gary Conrad	1st 250 Ex	Gre
2.	Bob Ferro	1st Op Ex	Tri
3.	Phil Bowers	2nd 250 Ex	CZ
4.	Mike Patrick	2nd Op Ex	Nor
5.	Gary Preston	3rd Op Ex	Tri
6.	Reed Price	4th Op Ex	Tri
7.	Gene Demsey	5th Op Ex	Tri
8.	Steve Hurd	1st 500 Ex	Mat
9.	James Cameret	6th Op Ex	Tri
10.	Oliver Angell	3rd 250 Ex	Gre
11.	John Coots	4th 250 Ex	Mon
12.	Ken Knudsen	7th Op Ex	Tri
13.	Dick Fletcher	8th Op Ex	Tri
14.	Mike Burke	9th Op Ex	Tri
15.	Steve Kirk	1st Op Am	Tri
16.	Gary Cole	5th 250 Ex	Gre
17.	Jack Byers	10th Op Ex	Tri

TRAIL BIKES

1.	Earl Roeseler	Zun
2.	David Williams	Hon
3.	Frank Morgan	Hod
4.	Denby Dailey	
5.	Dan Rachford	
6.	Roy Barnett	
7.	Jan Ditson	
8.	Carl Steven	
9.	Lee L'Ahman	
10.	Pete Foster	
11.	E. J. Steffen	
12.	Gary Gilmore	
13.	Don Davis	
14.	Steve Hedgecoth	
15.	Jim Alsup	
16.	Wes Anderson Jr.	

ORANGE COUNTY ACA SHORT TRACK
Orange Co. Speedway, Wed., June 1. 1966

100cc TROPHY DASH
1. Russ Robinson Yam

250cc TROPHY DASH
1. Rick Woods Duc

50cc MAIN EVENT
1. Dave Smith Toh
2. Bill O'Neill Yam
3. Dale Ketcham Hon
4. Rick Woods Hon
5. Mike Smith Toh

100cc MAIN EVENT
1. Russ Robinson Yam
2. Rick Woods Yam
3. Gary Calkins Yam
4. Dan Kelly Hon
5. Gary Lane Hod

250cc MAIN EVENT
1. John Balaam H-D
2. Rick Woods Duc
3. Eddie McGregor Mon
4. Lee Wheeler Mon
5. Jan Crawford Bul

5-MILE NATIONAL CHAMPIONSHIP
Elkhorn, Wisc., Sunday, May 29, 1966

AMATEUR FINAL:

1.	Jack Warren,	Flint, Michigan	H-D
2.	Denny Kannenberg	Minneapolis, Minn.	H-D

10-LAP NATIONAL FINAL:

1.	Sammy Tanner,	Long Beach, Calif.	BSA
2.	Bart Markel,	Flint, Mich.	H-D
3.	Fred Nix,	Lawton, Okla.	H-D
4.	Sid Carlson,	Seattle, Wash.	BSA
5.	Babe DeMay,	Moline, Ill.	H-D
6.	Mert Lawwill,	San Francisco, Calif.	H-D
7.	Darrel Dovel,	Waukegan, Ill.	H-D
8.	Dan Welty,	Deer Creek, Ill.	H-D
9.	Gary Nixon,	Baltimore, Md.	Tri
10.	Roger Reiman,	Kewanee, Ill.	H-D
11.	Gary Hall,	Columbus, Ohio	H-D (DNF)
12.	George Roeder,	Monroeville, Ohio	H-D (DNF)

GREENHORN ENDURO
Sat.—Sun., May 28-29, 1966

SWEEPSTAKES
1. Richard Chase Nor 750 11 Pts. Lost

HEAVYWEIGHT CLASS A (601cc & up)
*1. Bob Steffan Tri 650 12 Pts. Lost
*2. Mike Patrick Nor 750 25 Pts. Lost
*3. Ray Bierman Tri 650 28 Pts. Lost

HEAVYWEIGHT CLASS B (601cc & up)
*1. Jack F. Payne Tri 650 41 Pts. Lost
*2. Bob Bailey Tri 650 63 Pts. Lost
*3. Lloyd O. Cox Tri 650 73 Pts. Lost

LIGHT-HEAVYWEIGHT CLASS A (351cc to 600cc)
*1. Max Bubeck Ind 500 18 Pts. Lost
*2. Les West Mat 500 53 Pts. Lost
*3. Ronald Wilson Mat 600 85 Pts. Lost

LIGHT-HEAVYWEIGHT CLASS B (351cc to 600cc)
*1. Doc Bryce Tri 500 62 Pts. Lost
*2. Al Adams BSA 441 63 Pts. Lost
*3. John Larson Tri 500 85 Pts. Lost

MEDIUMWEIGHT CLASS A (201cc to 350cc)
*1. Bob Glidden Mai 305 61 Pts. Lost
*2. Earl Holbrook Gre 250 67 Pts. Lost
*3. Preston Petty Gre 250 71 Pts. Lost

MEDIUMWEIGHT CLASS B (201cc to 350cc)
*1. Richard L. Hale Bul 250 96 Pts. Lost
*2. Kenneth A. Terry Bul 250 108 Pts. Lost
*3. Marvin Beard Bul 250 109 Pts. Lost

TRAIL BIKES
*1. Earl Roeseler Zun 100 78 Pts. Lost
*2. Rich Walden Hon 90 190 Pts. Lost

SUNDAY ONLY
*1. Bud Howseman Nor 750 0 Pts. Lost
*2. James F. Chase Mat 650 15 Pts. Lost
*3. Tony Clark Tri 650 28 Pts. Lost

FIRST TIME ENDURO RIDER
* Jack F. Payne Tri 650 41 Pts. Lost

FATHER & SON TEAM
* Robert M. Thomas Tri 500 88 Pts. Lost
* Jon Thomas Gre 250 86 Pts. Lost

YOUNGEST FINISHER
* Jon Thomas — Age 15

FIRST OUT-OF STATE
* Charles J. Richards, Scottsdale, Arizona Mai 354 DNF

SIDECAR HI-PERFORMANCE
* Dave Roesch (Pilot)
* Bob Shepard (Passenger) DNF H-D 55"

CLUB TEAM
*Shamrocks M.C.
Robert M. Thomas Tri
Jon Thomas Gre
Gene Smith Tri

CLUB PARTICIPATION
*Prospectors M.C. 26 Entered, 13 Finishes

*Denotes Trophy Winners
(DNF — Did Not Finish)
No Lightweight Class Finishers (101cc to 200cc)

FREMONT FAMES TT SCRAMBLES
Fremont Raceway, Sunday, June 5, 1966

NOVICE 60cc
1. Mike Liender Hon
2. G. Norris Hon
3. C. Collom Hon

NOVICE 90cc
1. Louis Voss Hon
2. D. Hanson Hon
3. J. Robertson Hon

NOVICE 125cc
1. Ken Depont Bul

NOVICE 200cc
1. Berry Brown Bul
2. Charles Cecco Bul
3. Jon Card Bul

AMATEUR 200cc
1. Bill Jamison Bul
2. Bob Goodman Bul
3. Paul Sales Bul

NOVICE 250cc
1. Mike Pierce Bul
2. James Schehen Bul
3. Dale Owens Bul

AMATEUR 250cc
1. Mike Akatiff Bul
2. Bob Souza Bul
3. Tony Curci Bul

EXPERT 250cc
1. Jim Odom Bul
2. Roger Goldthwaite Bul
3. Mike Yarn Bul

NOVICE 350cc
1. Ken Dalla Hon
2. Greg Hodges Hon
3. Jan Valencia Hon

NOVICE 500cc
1. Tony Castro Tri
2. Guy Burke Tri
3. Bill Siebold BSA

NOVICE 650cc
1. Wayne Head Tri
2. Dennis Brennan Tri
3. Don Naccarato Tri

AMATEUR 500 & 650cc
1. Jim Rice BSA
2. Jerry Parsons Tri
3. Charles Lomanto Tri

EXPERT 650cc
1. Joe Castro Tri
2. Bruce Anderson BSA
3. Lloyd Houchins Tri

SILVER CITY M.C. SCRAMBLES
Las Vegas, Nev., May 29, 1966

50cc SENIOR & JUNIOR
1. Doug Miller Yam
2. Mike North Hon
3. Rick DeBelloy Hon

100cc NOVICE
1. Jerry Smyth Yam
2. Rod Collins Yam
3. Norm Hanson Yam
4. Larry Beauford Yam

100cc AMATEUR
1. Danny Sromalla Hon
2. Phil Valenzuela Hon
3. Chuck Flannery Hon

250cc NOVICE
1. Fred Morgenstern Bul
2. Jim Hill Mon
3. Jerry Cox H-D
4. Tom Jones Tri
5. Lonnie Lawrin Yam

250cc AMATEUR
1. Bob Ahlstrom Yam
2. Bob Walling Bul
3. Dan Statlander Bul
4. Shane Ross Gre

250cc EXPERT
1. Max Switzer Bul
2. Bill Hill Gre
3. Bob Tooley Bul
4. Ernie Browing Gre

OPEN 500-650cc
1. Jim Peterson Tri
2. Bob Neil Tri
3. Lonnie Arnold Tri
4. Dutch Cunningham Tri

SWEEPSTAKES
1. Max Switzer Bul
2. Bob Walling Bul
3. Jim Peterson Tri
4. Bob Ahlstrom Yam

AMA SPORTSMAN ROAD RACES
Pacific Raceway, Kent, Washington, June 5, 1966

50cc G.P.
1. Yoshio Ito Suz
2. Vail Hayden Hon

100cc G.P.
1. Gene Hess Hon
2. Bruce Lind Hon
3. Bob Hurst —

125cc G.P.
1. Haruo Koshino Suz
2. Gene Brown Hon
3. Ted Brighten Bul

175cc G.P.
1. Steve Pederson Oss

250cc G.P.
1. Ron Grant Suz
2. Walt Fulton Jr. Suz
3. Dan Pasznecker Yam

500cc G.P.
1. Haruo Koshino Suz
2. Tim Cooper Hon
3. Bob Bender Hon

OPEN G.P.
1. Haruo Koshino Suz
2. Walt Fulton Jr. Suz
3. Ron Grant Suz

250cc PRODUCTION
1. Don Kaylor Suz

WEST GERMAN GP RESULTS
Hockenheim Circuit, May 22, 1966

50cc CLASS

1.	H. Anscheidt	Suz	42.02.52
2.	R. Bryans	Hon	42.37.55
3.	H. Anderson	Suz	42.41.00
4.	L. Taveri	Hon	44.13.51
5.	O. Detrich	Kre	Two laps behind
6.	C. Dongen	Kre	Two laps behind

125cc CLASS

1.	L. Taveri	Hon	42.28.4
2.	R. Bryans	Hon	42.40.7
3.	P. Reed	Yam	42.53.00
4.	F. Perris	Suz	43.32.6
5.	H. Anscheidt	Suz	One lap behind
6.	H. Mann	MZ	One lap behind

250cc CLASS

1.	M. Hailwood	Hon	53.05.7
2.	J. Redman	Hon	53.06.0
3.	B. Ivy	Yam	53.22.7
4.	D. Woodman	MZ	Two laps behind
5.	F. Stastny	Jaw	Two laps behind
6.	G. Bear	Hon	Three laps behind

350cc CLASS

1.	M. Hailwood	Hon	54.01.8
2.	T. Provini	Ben	One lap behind
3.	B. Bill	Hon	Two laps behind
4.	S. Grasetti	Bia	Two laps behind
5.	G. Harvill	Jaw	Two laps behind
6.	F. Borchik	Jaw	Two laps behind

500cc CLASS

1.	J. Redman	Hon	1.04.00.8
2.	G. Agostini	MV	1.04.26.9
3.	G. Marsauski	Mat	Two laps behind
4.	G. Sturte	Mat	Two laps behind
5.	L. Young	Mat	Two laps behind
6.	E. Rense	Mat	Two laps behind

ACA SHORT TRACK
South Gate, Thurs., June 2, 1

50cc TROPHY DASH
1. Dave Smith Toh

100cc TROPHY DASH
1. Rick Woods Yam

250cc TROPHY DASH
1. Preston Petty Gre

50cc MAIN EVENT
1. Dave Smith Toh
2. Keith Mashburn Hon
3. Bill O'Neill Yam
4. Ed Applegate Ben
5. Dale Ketcham Hon

100cc MAIN EVENT
1. Gary Calkins Yam
2. Rick Woods Yam
3. Dan Kelly Hon
4. Keith Mashburn Yam
5. John Selson Hon

250cc MAIN EVENT
1. Rick Woods Duc
2. Lee Stumpenhaus Gre
3. Keith Mashburn Mon
4. Norm Elledge Bul
5. Ed Bonham Bul

HI-BOOTS T.T. SCRAMBLES
Dehesa, Sunday, May 22, 1966

90cc NOVICE MAIN
1. Byron Krenek Yam
2. Rick Vesco Yam
3. Earl Baker Hod
4. Ken Lyle Yam
5. Michael Chiera Hod

90cc EXPERT MOTO
1. Chuck Baker Zun
2. Bob Sharp Yam
3. Rick Foster Yam
4. Terry Mulkey Hod
5. Jim Feuling Yam

200cc MOTO
1. Robert Dureya Bul
2. Ray Michael Bul
3. Charles Graling Hon
4. Jim Canon Suz
5. Bud Willis Hon

250cc NOVICE MAIN
1. Larry Bishop Bul
2. John Kenyon Bul
3. Joe Phillipson Hon
4. Rick Vesco Mon
5. N. L. Summery Duc

250cc EXPERT MOTO
1. Don McCarley Gre
2. Dick Mills Bul
*3. Bill Silverthorn Mon
*3 Harry Hayes C-Z
4. Bill Lang Gre
*5. Warren Ramsey Bul
*5. Jeff Willis C-Z
*Tied for position

500cc NOVICE MOTO
1. Bruce Baker BSA
2. Dick Woods BSA
3. Dave Clemo Mat
4. Gary Smart Tri
5. Ed Gildrich Hon

500cc EXPERT MOTO
1. George Admire Hon
2. Joe Steimmer Tri
3. Don Finan Hon
4. Don Stolutner Enf

OPEN NOVICE MOTO
1. James Smith Nor
2. B. M. Allister Tri
3. Jack Bear Tri
4. Hank Clifton Mat

OPEN EXPERT MOTO
1. Cooke Bennet Tri
2. Al Finan Tri
3. Vern Gillihan Tri
4. John Headland Tri
5. P. Nowakowski Tri

POWDER PUFF MOTO
1. Eulene Long Gil
2. Carol Gooding Hod
3. Marsha Whitten Yam
4. Carol Ann Chiara Hod
5. Dianne Faulkner Kaw

250cc AMATEUR MOTO
1. Dave Clemo Hon
2. Myron Carter Bul
3. Bob Sharp Yam
4. L.E. Saughter Bul
5. Larry Williford Duc

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RED MOUNTAIN from page 11

eyed, Penny (Mike's wife) and I stood ready with towels and water. While the boys were washing their faces and taking off their riding gear, Bob asked Mike, "How did you like the five-mile sandwash?" and Mike replied, "Fine, but I was right on your back wheel."

Roger told about going over a cliff into a rock bed and riding it out to the bottom without crashing. Mike and Bob then compared notes and found that each had crashed only once during the day, and each had gotten lost once, too.

Bob Kazulis brought out the wine cooler and everyone enjoyed a little cool refreshment. While the girls were busy with the cooking, the fellows started gathering some rocks fora campfire. They found a train track tie to use for fire wood and we were set. When we had all eaten, the guys checked over their bikes and, after a few more wine coolers, were feeling in great shape again. A few of them (Bob included) rode around a bit, burning donuts and doing wheelies for everyone's amusement.

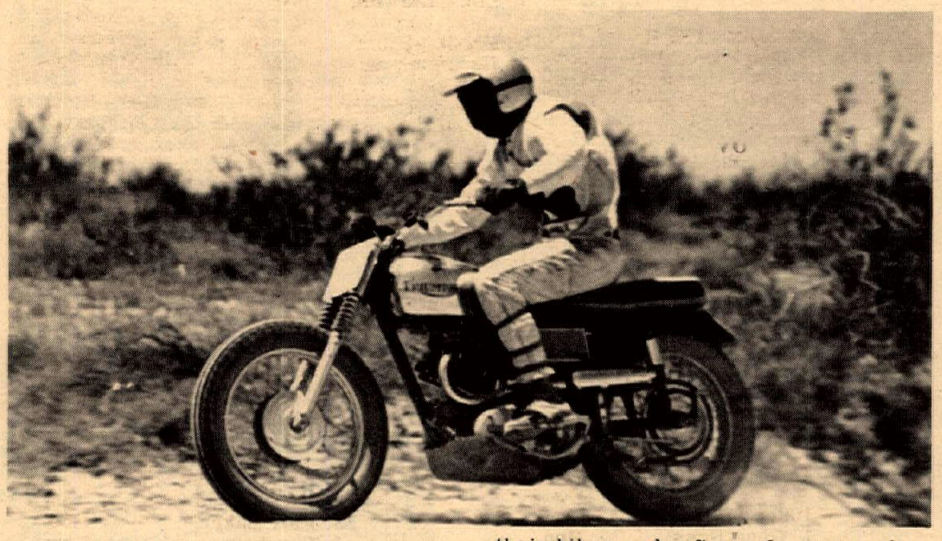


Photo by Larry Haley

Above: Gene Smith burns up the desert.
Below: EEK! A lady photographer.

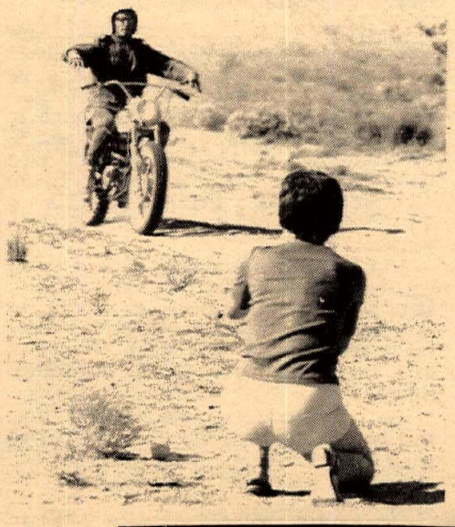


Photo by Carl Bartlett

Stars and Songs

It was such a beautiful night — the stars were shining and the wind stopped blowing as the evening wore on. We all gathered around the fire and sang for a while, accompanied by Ron Downey and his guitar.

Two of our riders, Paul Stonekey and Wayne Thornton, had broken down. This was their first time on a desert enduro and they had to go out and look for their bikes in the dark. They didn't find them, though, and got back in camp around 9:00 p.m.

By this time, the rest of our group (eight truckloads in all) was getting settled down for the night — in sleeping bags or truck beds. Although exhausted, they were all looking forward to the next day's ride, and by 9:30 p.m. we were fast asleep.

(Results on page 12)

News From Japan

By Sun Young Choy

Mr. Suzuki of Suzuki Motor Co. in Japan announced huge production of both two and four wheels at the conference on May 19th. According to the announcement, Suzuki has planned to produce 50,000 motorcycles and 7,000 automobiles per month, but to do this they have to expand their facilities. The demand for 250cc X-6 Hustler machines from America is, especially, beyond expectations. By August they have to make at least 8,000 units per month. During May they shipped 4,500 250cc bikes to the U.S. but the order is far more than that. In August, when the season reaches its peak, the demand will be 8,000 or more. Suzuki is trying really hard to answer their demands and should be producing 10,000 per month soon.

Fuji Heavy Industry Co., the maker of Rabbit Scooters, will put 90cc scooter on sale from July. The model will be S-221.

West Germany Grand Prix

The second World Grand Prix was held at Hockenheim Circuit in West Germany on May 22nd. Honda won the 125cc, 350cc and 500cc events but Suzuki ace Anscheidt grabbed 50cc victory. Expected-to-win Yamaha took third in both the 125cc and 250cc.

50cc Class: The weather was rather cloudy but the day was most suitable for the cycle races. Ex-Kreidler ace, now Suzuki rider, Hans-Georg Anscheidt held a lap on Honda's Bryans, the runner-up, and his speed was 86.8 miles per hour. Last year's champion Hugh Anderson was third, only 3.1 seconds behind Bryans.

125cc Class: The race was between Honda, Yamaha, and Suzuki, all Japanese makers. The teamwork of veterans Taveri and Bryans really worked in this race. They took one and two respectively, with Taveri's speed 97.5 mph. In this race the new Kawasaki 125cc was really something in the second group.

250cc Class: This was a dead-heat race between Hailwood and Redman, both on Hondas, from beginning to end. But finally Hailwood won by 0.3 seconds over Redman. The top lap was Redman's 107.26 mph. Yamaha's strong man, Ivy, was third, 16 seconds behind Redman.

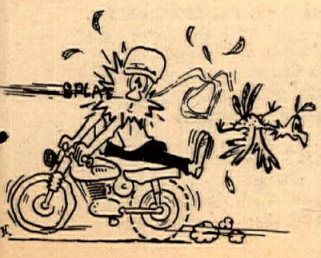
350cc Class: Hailwood ran by himself on a Honda all the way. The only rival was Benelli's Provini but he was one lap behind. B. Bill (Honda) was third.

500cc Class: Redman raced this event beautifully all the way. All of the West German GP races were won by Honda except the 50cc—a remarkable feat. The top lap of 500cc was by Redman at 109.10 mph. The third World GP will be held in France on June 3.

(Results on page 12)

A Case of Hit and Fly

BIRD BELTS BIKER IN BEARD



A Norwalk motorcylist was carried into Los Altos Hospital with feathers in his beard Sunday after a collision with a "hit-and-fly" pigeon caused him to swerve into a stand of eucalyptus trees.

John Moore, 29, of 11708 Mondon Ave., was given a sedative and transferred to the Long Beach VA Hospital, complaining of severe back pain.

☆ ☆ ☆

MOORE TOLD OFFICERS David May and John Wilhite he was cruising down an alley adjacent to the hospital at 2240 Los Coyotes Diagonal, when the bizarre accident occurred about 5 p.m.

He said the gray pigeon slammed headon into his face and he veered into the trees, striking two of them. The motorcycle was not damaged.

Physicians said Moore—who survived a severe parachute mishap while in the service—had to have feathers plucked out of his Van Dyke goatee in the emergency room.

The pigeon, police said, escaped.

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SCRAMBLES, MAY 29

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DAVID HAM

1st. 100cc Novice Main
RICHARD NEWBY

SCRAMBLES, MAY 30

SHORT TRACK, MAY 30

HODAKA

HODAKA

1st. 100cc Amateur Expert Main
DAVID HAM

1st. 100cc Amateur Expert Main
RICK ELISARRARAS

HODAKA

HODAKA

HODAKABILITY works for GIRLS too!

1st. Powderpuff moto cross

Oilers M/C TT Scrambles, Imperial Beach, June 5

Carol Gooding

HODAKA

HONDA

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50-LAP TT NATIONAL JULY 23 ASCOT

T.T. STEEPLECHASE RACING

First Saturday Night Each Month

RACING STARTS AT 7 p.m.

Ascot Park 183rd & Vermont — Off Harbor Freeway

By Roxy Rockwood

THE FINISH LINE

Final terms have been reached and the package is set for another purse-paying Class C AMA road race at Carlsbad Raceway for Sunday, June 19th. This time around the purse will be 40% of the total gate against a $600 guarantee. This will be the second, and perhaps the final, money race at Carlsbad before the national in September.

The first money race, held last month, proved to be a good groundbreaker for professional road racing in the area. Top riders, close racing and a good crowd all helped to launch this type of racing in Southern California.

We asked many of the top riders who ride all over the country each season how they rate the Carlsbad track and without exception they were all for the present course that features both long and short straightaways and up and down hill racing. The weather was perfect for both fan and rider last time but track owners say that it should be even better this time out.

Weekly Ascot races have found the riders asking for more road races, especially those who were on hand for the first one last month. Since that time many more riders have worked up some equipment and will be ready to go onthe 19th.

Suzuki is rapidly catching up lost ground due to a late entry into the road racing game. Dick Hammer pulled a second place at a recent Texas road race and was up in the Seattle area last week running in another pavement event. Suzuki has also imported another Japanese racing rider from their Grand Prix team who will be ready to try AMA racing for the first time next Sunday. Once again the entire morning of the 19th will be devoted to practice for all classes with racing starting at 1:30 p.m.

The last time out found five novice riders trying road racing for the first time and really putting on a show. The many dirt track and TT novice riders from Ascot and other circles are especially invited down to Carlsbad to try their hand at this type of racing. Novice riders such as Pruett, Broiles, Fulton, Pierce and Deehan are already well on their way to making a mark in road races.

Vallejo Opener

J.C. Agajanian got short tracking off the ground up at Vallejo last Friday night. A total of 72 riders were on hand for the first event that proved to be a winner. The races will now run every Friday night from now on through the summer months.

Chris Draayer tried to make it back last week for the Ascot twin bill but the truck broke down out in the middle of nowhere so Chris didn't race at all.

Novice Fiasco

Everytime we get to thinking that one particular novice class is really shaping up, the roof falls in. The novice main event last Friday at Ascot looked just that.

There are always a few riders who forget there is always next week. Fortunately, none were really seriously injured. The final took on all appearances of the Indy 500, with more than one trying to win it on the first lap, or the first turn. Maybe we should drop the maximum engine limit down to 50ccs.

Watch 'Em

Two riders to watch, both experts, are Elliott Schultz and Gene Romero. Both are making Friday nights much more interesting. This Romero is something else. The two riders have now moved into the top twelve in the point standings so are assured of front row spots for this week.

Gene will also be hitting the 15-Mile and 10-Mile Nationals back east this month because of his sudden spurt to the front.

Elliott Schultz.

Neither Chris nor Gene may be around much longer as Uncle Sam has been sending them letters. Chris says he can't see the end of a rifle and Gene says his back is not strong enough to carry a pack. They both know there is no racing in Viet Nam. They can't even cash in on the side by signing up for one of those shaving commercials on TV. Neither one has yet sprouted a whisker.

The beardless wonders, both of them, will be back in action this Friday night. Both have come as close as you can get to winning the Main Event. Neither rider reads the seniority list before the races or looks at the titles won by his fellow riders.

So right now the Amateur crop from last year is batting an even 50%. Two tried and ended up in the hospital and two more tried and halfway made the grade.

Word says that the AMA is going to Barstow for a Novice/Amateur Saturday night short track program next week. Also, promoters were at Ascot last week wanting information about short track racing at Ventura. Feast or famine, boys.

How much hard luck can one rider receive? A few weeks ago Eddie Hammond broke his leg in a race. Last week, while still in a cast, he had a severe attack of appendicitis and his appendix was removed Saturday night. Better get up on the other side of the bed for a while, Eddie.

By Annette Camp

the National Circuit

Waukegan, Illinois—This past week had two of our boys working feverishly on their equipment. Jim McMurren and Sid Carlson really hustled all week to get their blown-up racers ready in time for the Five-Mile National on Sunday, May 29, at Elkhorn, Wisconsin. On Saturday both bikes were still pretty far from completion. But no worry, as driving to the races this weekend was easy. They were all within a hundred and fifty-mile radius from home base in Waukegan. When Jim got into his engine, he found a piece of oil line in an oil passage, which in all probability caused the trouble. When Sid took his apart it was really a mess. One valve was broken off, sitting sideways, clear through the top of the piston.

Julian Arthur, 22w, of Seattle, Washington arrived Tuesday night, May 24, to join the group. He and Bill Ershig worked hard on their BSAs, also getting ready for the National. Phil Hawk took his KR apart to replace the rings and take a close check of things. While the bike was down he got a new paint job. He now has one of the best looking rigs in the business to go along with good riding.

The boys took a break in the week's work to ride the weekly Santa Fe short track on Wednesday night. One California boy, Jim McMurren, shone like a star there again. He was third fastest qualifier of the night, took a win in his heat, second in the dash, pushing Fred Nix all the way. He was second in the second semi and fourth in the final. Bill Ershig was sixth fastest qualifier and second in his heat race. When his bike started to run bad it didn't matter, he just went on to get a sixth in the dash, fourth in the second semi and eighth in the final. Chuck "HP" Felton, made his reappearance at Santa Fe. He got a fourth in his heat, but the bike went out in the semi. (I also might add that he parked his wild panel truck.)

Phil Hawk prepares for action.

Sid Carlson rode this week for the first time at Santa Fe. He rode Phil's bike, as Phil had truck trouble and couldn't make it. Sid looked good, but that Sprint just wouldn't run at all. Julian didn't get to ride, so he took over Sid's previous spot in the stands. Art Barda, who is National Number 96, also showed up from California, to race all season. He rode at Santa Fe, but had equipment failure. He previously took a second in the big bike road race in Texas, May 22, which is quite an accomplishment.

(To Be Continued)

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